

PACIFIC MOTOR BOAT





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by Skipper

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Puget Sound

For the time of your life, try Puget Sound! Thousands of square miles of scenic inland water... hundreds of beautiful islands... clambing, crabbing and fishing trips galore! There are 95 varieties of fish—and you can have your catch canned and mailed! For your boat's needs, rely on Standard Marine Stations. There are 47 in the Puget Sound area... see red dots on map. These are part of a network of 273 serving between Mexico and the Aleutians.



Give fuel waste the "deep six"

You can protect your wallet best by using Chevron Gasoline. Its faster starting quality stops the common waste caused by choking. And this fuel is balanced to give your boat full power in any season, any waters. Depend upon its uniform vaporization for even distribution in the manifold... for getting underway faster with more power.

How to Avoid Whisker-Singe When Refueling

The easiest rule to forget when you refuel is "No Smoking!" After getting rid of your cigarette, follow these rules for safety: shut off stoves and spark-making equipment... close boat up tight to keep out vapors... hold nozzle against fill pipe to prevent static... and air your boat out thoroughly before using starter.

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MARINE PRODUCTS**

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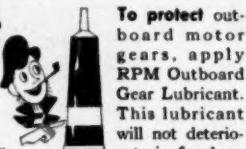
Ever yearn to take a 2000 mile cruise? E. K. Payntar (below) of San Rafael, California, did it last year with his 31-foot Hydracruiser, "Mr. & Mrs."



Skipper Payntar made the round trip from San Francisco Bay to Alaska and back. Says he's been using Standard Marine Products for 20 years. But guess what he liked most of all at Standard's Marine Station in Ketchikan. The hot-water shower!



When you're getting under way, be sure you haven't left a line trailing overboard. They have a bad habit of tangling with propellers.



To protect outboard motor gears, apply RPM Outboard Gear Lubricant. This lubricant will not deteriorate in fresh or salt water. It contains a special anti-wear agent... clings to metal and helps prevent rusting.

When entering strange inlets, use the buoys with caution, because bars shift continually. Breakers often reveal shoal spots.

To get more power from your diesel engine, and less fuel-system trouble, use Standard Diesel Fuel. It's 100% distilled, burns evenly, and it's clean—protects against injector wear and deposits on nozzles.



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Don't carry over worn-out plugs. Clean, crisp-firing spark plugs installed now will give you quick starting and smooth, economical performance all summer.

Which brand? Dependable *Champions*—used in marine engines more than all others combined by racing experts and pleasure-boat owners alike. Such preference is proof of superior performance, quality and dependability—values that make Champion America's favorite!

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March 1951

PACIFIC MOTOR BOAT

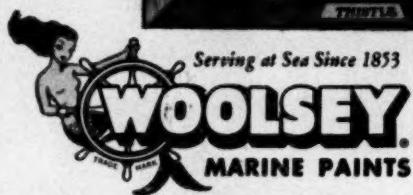
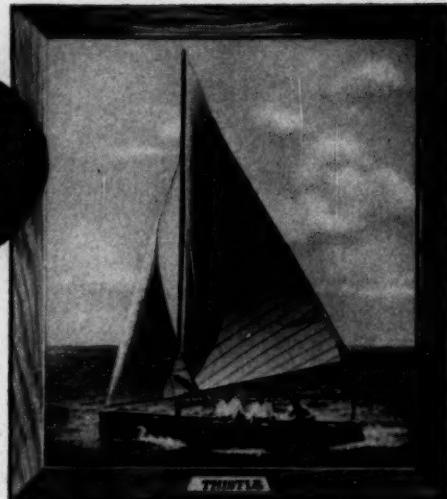
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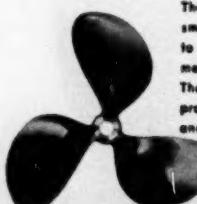
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The Courteous Yachtsman's Code of Conduct

COURTESY afloat is not yet an obsolete nautical custom. The able, cruising skippers of the Queen City Yacht Club have revived the once universally-practiced yachtsman's code of conduct. Several years ago a committee of experienced boatmen drew up a set of cruising rules which are virtually the ten commandments of boating. These should be of interest to all yacht clubs which have written to *Pacific Motor Boat* endorsing the need for such a code.

These cruising rules are reprinted below in italic type with such editorial comment on our part as seem appropriate:

1. Take your turn in line at the Locks.

This rule was drawn up to cover a local situation in Seattle harbor, but the basic thought can be applied anywhere. The government locks constitute a bottleneck between fresh and salt water where hundreds of boats crowd through during pleasant week-ends. Bad-mannered yachtsmen have made the locks the greatest navigational hazard in the Puget Sound area, and in some instances have caused serious damages to other boats.

2. Proceed dead slow through anchorage or moorings.

Undoubtedly this will be one of the most popular rules, especially by any yachtsmen who ever had a plate of soup dumped in his lap when the wake of a speeding boat slapped against his cruiser. Boats are held responsible for their wakes and if they cause damages they can be held liable.

3. Minimize noise where other boats are anchored or at settled beach (use loudspeakers sparingly).

Beachowners will applaud this rule. Yachtsmen have made themselves unpopular in many settled harbor areas by raucous parties that last until three or four a.m. It is logical that the courteous yachtsman will also extend his good manners to shore dwellers and waterfront property owners.

4. Do not run outboards or generators late at night in crowded anchorage.

This seems to be an extension of rule three, and it is a reminder that the mechanical playthings of yachtsmen sometimes make more noise

than we realize. Sound carries well over the water. This is also a good place to mention our contempt for the searchlight sharpshooter.

5. Do not throw refuse over at settled beach or crowded anchorage.

Tired garbage in a small boat can only be held a limited time. However, in most harbors there is a collection service, and most moorings provide garbage cans. And it is possible to wrap most garbage and weight it so it will sink in deep water.

6. Sink cans by opening both ends.

Every boatman should know and practice this simple trick. Cans and bottles can float many miles and are actually a menace to a planing type boat with its high-speed propeller.

7. Learn and follow the rules of the road.

These rules are as easy to learn and to follow as highway rules. They are just as important, for they provide the basic safety precautions afloat. They are designed to prevent collisions. Violators of the rules of the road are liable to damages. It is surprising how many yachtsmen do not know the basic rules. It is easy to get a copy of these rules, merely by applying to the U. S. Coast Guard. A summary of these rules is printed in the *Pacific Motor Boat* Handbook. Courses given by the U. S. Power Squadrons and the Coast Guard auxiliaries are said to cover these rules quite thoroughly.

8. Adhere to speed rules and harbor rules.

Local rules are promoted by the various harbor authorities and the Coast Guard. Violators of these rules are seldom prosecuted except in flagrant cases, but the fact that they do exist should be recognized by the careful yachtsman for they

Coming Events On the Pacific Coast

Feb. 24-March 4-Boat Week, Seattle, Northwest Marine Industry.
March 4, 18-Winter Series Regattas, M.B.Y.C.
March 2-11-San Francisco Sports, Travel, and Boat Show.
March 24-San Diego Yellowtail Derby begins.
April 1-Women's Predicted Log Challenge Race, Lake Washington, Tyee Y.C.
April 22-Opening Day, S.F. Bay.
May 3-Ensenada Race starts, N.O.S.A.
July 4-Transpacific Race starts, Los Angeles, Transpacific Y.C. and Los Angeles Y.C.

were laid down only after careful consideration. Loss of life and serious damage has been caused by speeding boats in large harbors, such as Seattle and Los Angeles.

It seems logical that the same inherent dangers arising from speeding in harbors will exist in any other area where there are boats and people, especially small boats and children bathing.

9. Respect the rights of the other fellow, afloat or ashore.

This is merely a reiteration of the Golden Rule, which can be practiced by the yachtsman with as much pleasure as by any one else. The traditional yachtsman's code of conduct of yesteryear was merely the Golden Rule applied to boating, and worked very well, too.

10. Conduct yourself afloat so as not to discredit your pennant.

Pacific Motor Boat has been advocating that adherence to such rules as above should be made a requisite of retaining membership in any yacht club. At the Queen City Yacht Club we are told that each new member is made acquainted with their cruising rules and told he is expected to abide by them. While probably no member ever lost his membership by violation of them, it is perhaps because of the moral pressure applied by the courtesy and safety-minded skippers of this club. The rules are reprinted yearly in the Queen City Yacht Club annual publication and have become a part of the club's tradition.

For those yacht clubs looking for such a set of rules to adopt, these rules can be used as a guide. They are excellent because of their simplicity and variety of situations which they cover.

Taxes On Pleasure Boats

The Washington State tax commission is investigating the possibility of imposing an excise tax on pleasure boats. It may replace the present county tax.

In Oregon such a tax is already enforced. State law provides that each pleasure boat 16 feet or longer shall be registered with the county clerk, with the payment of a license fee of \$5.00 for the first 20 feet in length and \$1.00 for each additional foot. The license must be displayed on the boat and can be transferred to a new owner upon payment of \$1.00.



SEE ALL AT BOAT WEEK!

AHOY!

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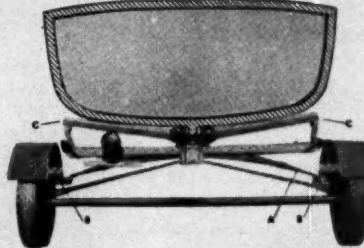
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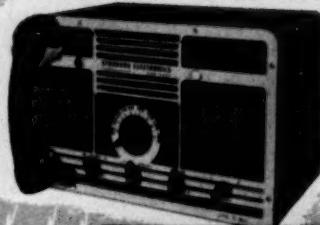
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"The freedom of the Seas and harbors of the Pacific Coast are yours to enjoy to the fullest in 1951!"



KEN WILSON Says—

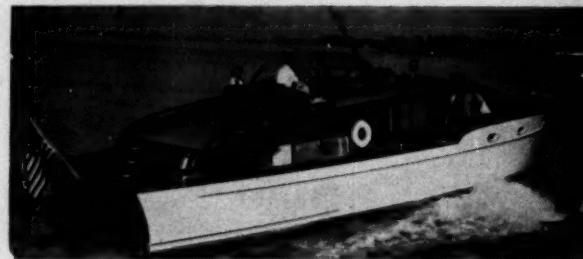
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Let's get together on that long-planned new Runabout, Cruiser or Motor Yacht.

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New 50-ft. Flying Bridge Cruiser with Super Sun Deck. Big main salon, dinette, galley, toilets fore and aft. Inside companionway to bridge. Sleeps 10 in 5 cabins. Twin or triple engines, speeds to 25 m.p.h. Act now!



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Inside, there's ample head room, 2 comfortable single bunks, one fold-out sofa that makes into double bed. Full galley and hinged table, compactly-designed toilet room, generous locker space.

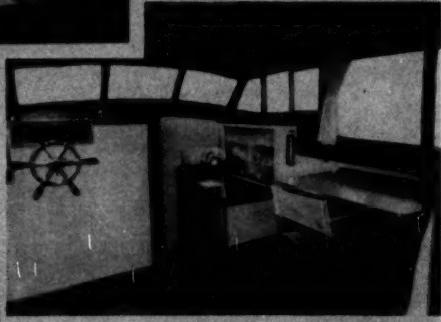


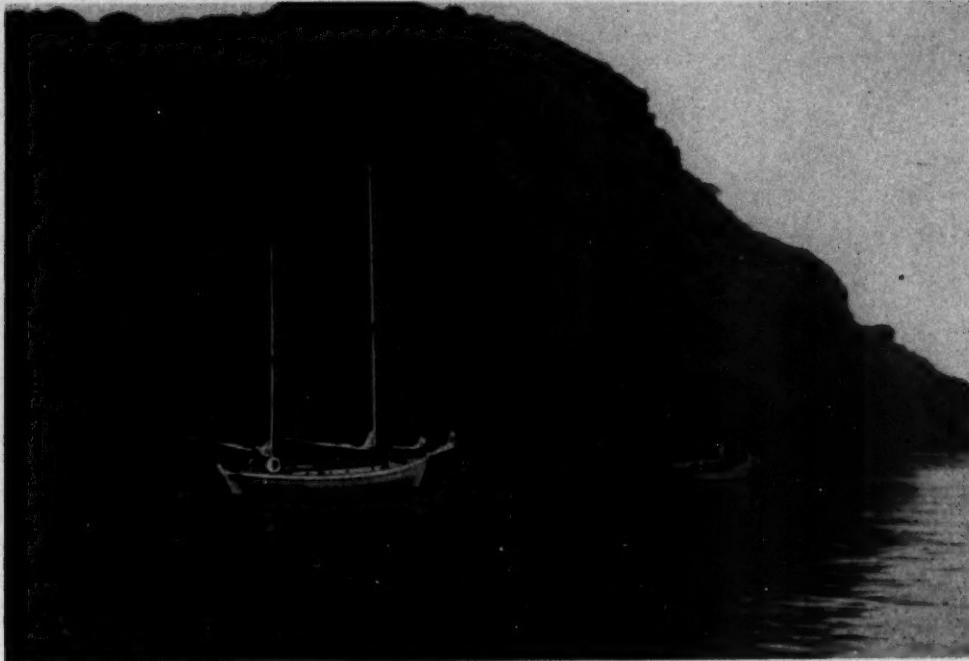
In drydock, you can see why Stephens is The West's favorite. The famous Stephens hull design, with moulded sections forward, chines aft. Sea valves on all underwater outlets. All oak construction.

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The Shellback in Frys Harbor, Santa Cruz Island.

We Always Sailed to Windward

by Gertrude M. Garvie

WE of the *Shellback* have completed a Pacific coastal cruise. The trip south differed from the trip north considerably, but in one important detail there was similarity—we always sailed to windward. Our thirty-eight foot ketch (our home, too), was not really ready to sail. We had been eight years building her and the booms and sails were still not finished, but reasons made it seem imperative to move from Berkeley. Will was due at work in San Pedro in a week, and we were chronically unable to stay fastened in one place for long, anyway.

We had three days to make preparations. Friends trusted us to the extravagant extent of loaning us sails. Frank Bilek loaned us a jib from the *Java Head* and we borrowed a storm trysail having 360 square feet of area, roped all around. Will and Jim Lothrop (who was to accompany us) put eye bolts in strategic places on our ample decks in setting up our jury rig. They spent hours stowing gear, lashing

the unfinished booms to the decks, and securing tool chests and cans of gasoline along the cabin sides. I, in charge of the galley, made purchases for the four—maybe five—days afloat.

December thirteenth was clear and cold, the storm warnings flying. This was my first trip to sea, and as we powered toward the Golden Gate Bridge, I loaded the movie camera. "My first shot will be going under the Gate," I told the men. (It proved also to be my last shot.)

Past Mile Rock we cut the engine and began to pick up the main channel markers. The boat for the first time felt the drive of sail. The northwest wind freshened as the sun dropped, and we sailed rail down, our speed at six knots.

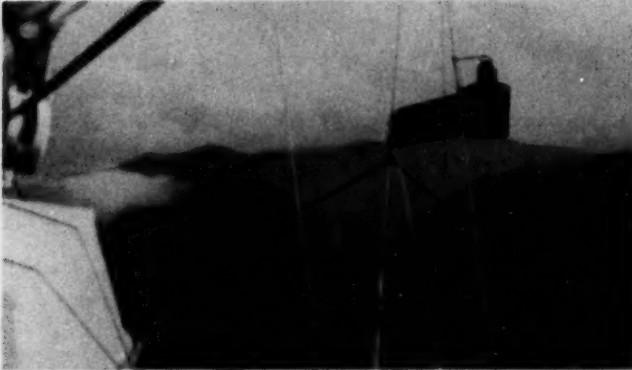
When the boys said they were hungry I went below and prepared dinner on a tilted Shipmate. Then I took the helm, needing fresh air. I watched the compass and a winking light on the starboard beam, and

yelped as I looked astern. "Sparks!" I shrieked, picturing the horrors of fire at sea, but Will called it was just phosphorescence in the wake. There was smothered laughter from the pair below, eating the dinner I could not eat.

Jim took the eight to midnight watch, then Will took over. The wind was still northwesterly and it looked like a fast trip. But when Will called down that porpoises were leaping, I quoted direfully, "When the sea-hog jumps, Stand by to your pumpa."

During Jim's morning watch when Point Montara light was astern, the wind backed around to the east. By eight o'clock it was southeasterly. I gave the boys an orange for breakfast and fell back on my bunk. Jim said after two days I would improve. I didn't think it could get worse, but it did. I opened my eyes to see him making cheese and salami sandwiches.

The best we could sail was S.W., but this was keeping us off a lee shore, this crew's nightmare.



Starboard view from the Shellback above Point Sur. The San Simeon highway hangs above the shore.

At nine o'clock Jim took the jib off and Will double-reefed thetrysail. Then there was a biting hail storm. The distribution of the sail area in our jury rig, and the bagginess of the trysail made it impossible to heave-to. For eight hours we ran in a northwesterly direction, the seas higher than the masts, the sky a lead sheet, the water as gray as a tomb. I went below.

Wet gear was strewn from end to end of the cabin. Socks hung over the egg-splattered, chocolate-washed Shipmate. Table leaves creaked, glasses smashed, cans flew at me from lockers. While I viewed the havoc, clutching at a bunkboard and wondering if I had the strength to get over it into bed, Will informed me she was a sturdy craft. "We haven't taken on any solid water," he boasted. "Why don't you get some pictures now?" My reply was fortunately smothered in my pillow.

By four p.m. the wind dropped. We started the engine somewhere off Point Reyes and set a course we hoped would bring us between the Farallons and the San Francisco lightship. We picked up the Farallons light on our port side, so had been to sea.

At midnight we saw Point Sur light reflected in the sky. We were about thirty miles off the light, and to the southwest of it. The horizon was blanketed out, making a landfall difficult.

Here Will's journal reads: "Four p.m. Got a bearing of a mountain peak and Piedras Blancas light. About eighteen miles off shore. If wind rises from S.E. we'll be on a lee shore, and not enough gas to make Morro Bay. Must get Gert ashore; very ill."

It was dark by six and we drifted indecisively, saving gas. A freighter

passed on the horizon and at my hysterical insistence we shot up a signal flare. The freighter altered course and came over. There were huge ground swells running, but we chumminly tried to get alongside one another. It was a good thing our Universal kept going. We had a time dodging and keeping off. We could have been smashed to bits with one blow. The freighter called the Coast Guard at Morro Bay and stood by for three hours. The whole time they kept playing their searchlight on us and chasing us about as we sheered off from their colossal bulk.

The Coast Guard arrived at one a.m. and towed us for eight hours. We arrived at Morro Bay five days out of San Francisco. I managed to stagger on deck to see us shoot the rapids. Or so it looked to me. Morro Bay channel goes right through the surf, and a pretentious rock marks the entrance. I thought I could reach out and touch it as we went by! It was ebb tide and necessary to go through swiftly. The Coast Guard practically pulled us from the water, and Will and Jim stood and grinned on a stern so low that

water washed over the boomkin. We all looked like shipwrecked castaways.

Will was due at work in two days now, but a telephone call got him an extension. The story of the trip from here I gleaned from journal notes, because at Morro Bay they decided I should take the bus. I made no strong objection; I got the first bus out of there.

On December twenty-first they cast off, the wind from the northwest, so they were able to enjoy a fine sail, averaging 4.3 knots. They worried about conditions at Point Conception but when they were abeam of it, with San Miguel Island on the starboard bow, the wind dropped. They had to use the engine. By nine p.m. the twenty-second, Anacapa light was abeam, about two miles distant. One more rain squall struck them in Santa Monica Bay, then at seven-thirty a.m. they rounded San Pedro light and soon were secured at Wilmington.

As I returned aboard, a repentant deserter, I hoped I would next time see less of the lee bunk and more tricks at the helm. That wish came true. We completed our sails, and week-end treks to Catalina soon cured me of tendencies to seasickness, which was something no one who has not been seasick for five consecutive days and nights can fully appreciate.

Lack of time off to seek further ports soon had us contriving to return to the bay area cruising grounds. So we loaded up with food, added an accurate timepiece and a radio direction finder, and took off—this time on August twenty-fifth. We waited for the afternoon breeze, then rounded San Pedro light, close-hauled and optimistic, making for the west end of Catalina. The northwesterly set us too far east but we sailed till six, when we started the



Crew of the Shellback. From left, the author, Jim Smith, Will Garvie.

engine. There was a full moon and high, wispy fog, the latter foretelling of things to come. Shortly after dark we saw the scattered lights of the Isthmus. I mentioned that we had never stayed at the Isthmus. The reason was Johnson's Cove; it lured us every time with its pebbly beach, crystal water, and two offshore rocks near which we were always able to catch fish.

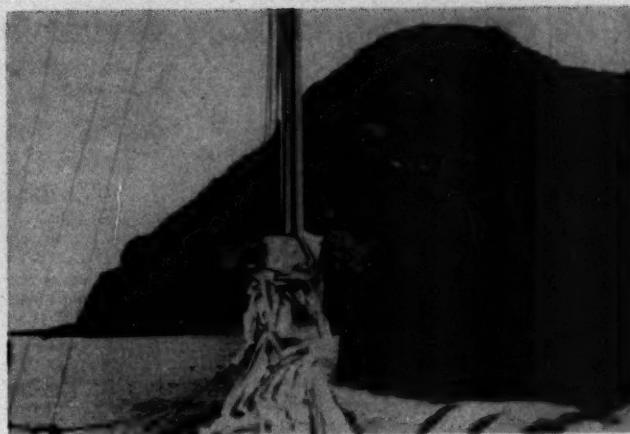
The next day a breeze came up at noon so we sailed off on a northwesterly course. By two it was foggy, and by nine we were wallowing in a calm off Point Dume. We started the engine and set course for Santa Barbara.

It was warm but foggy all night, and when it lightened in the east we headed inshore, still under power. We picked up the coast near Montecito, and were surprised by two fishing boats breaking out of the fog quite close. After that we kept a sharp eye on the coastline as it came along out of a now chill fog. When we rounded Stearns' Landing and entered the harbor we saw George Sutton's *White Cloud*, moored free of the breakwater. We had been neighbors at Berkeley Harbor, so anchored nearby, and George hailed us over for breakfast. Santa Barbara is a pretty harbor, with a curve of beach lined with palm trees and high, blue mountains behind.

Another friend, Jim Smith, decided to go on with us. We were determined to see some of the places the pace down the coast had not permitted, so soon took off for Santa Cruz Island, making sail at noon, just out of the breakwater. The light easterly breeze was short-lived. It soon swung south and when Santa Cruz Island was tantalizingly visible, it dropped. We fished, but when a haze drifted up to close off the island, we started the engine.

I watched the haze thicken to fog. "I have an idea," I said, "we've picked a foggy time to travel." Will mumbled the harbormaster at Santa Barbara had said the same thing; I gathered the harbormaster was only more sure of the authenticity of his statement than I.

Santa Cruz Island is a steep, rugged island with massive cliffs indented with caves, with sheep now and again silhouetted atop its peaks. Fries Harbor was a narrow horse-shoe with a small, rocky beach in the curve. Sheer blackish cliffs rose from the water each side of us to hills of scrub oak and cacti. We hiked up a ravine cut by a flowing creek, washed clothes in one pool and took baths in another, and I declared it was very like travel stories. (There



Morro Rock at Morro Bay.

were no signs forbidding us to land, though we had heard rumors.)

We left September first, putting sail on at noon, east of Profile Point. Santa Rosa was next, hoping from here to get the wind more abeam for Point Conception. The wind was westerly, and Will decided we were to have head winds. "You mean there are other kinds?" I asked. Two short tacks took us to the west end of Santa Cruz Island, and we set course direct to a north anchorage at Santa Rosa. The wind, still strong when we anchored off the cattle pier in Bechers Bay, was blowing fog in ample portions over the island. Jim went ashore, met some ranchers, and came back with an assortment of Indian bones.

The night was wakeful. We all pretended to be asleep but were aware of a change of motion, a variation of sound. The anchor was dragging. We anchored again, closer in, but at two in the morning we decided to leave. We left under main and staysail in fog, but when we rounded the tip of the island we were running under reefed main alone.

We reached Point Conception in the early afternoon and were nearly to Point Arguello when we decided to return to Santa Barbara. For hours head seas and wind had pounded us and we had used the engine to keep going. We had less gas than it would take to reach Morro Bay, and we had no desire to repeat the conditions of our last arrival there.

What a difference running before the wind. All afternoon we sailed in sunshine, watching the coast. We laughed when we recollect how even getting within sight of land in

December had set us churning seaward again.

At dusk we sighted Gaviota, and the wind failed us. Back to power once more. The masts sliced at a star-bright sky for an hour, then the fog rolled in in thick patches. Assured by Will we were not in the steamer lane, I crawled into a sleeping bag on deck and watched the running lights making weird red and green streaks on dark flat water.

At midnight we took a radio bearing. Heavy fog continued, and at two a.m. we saw a flashing white light and ran inshore. Santa Barbara at last. But we all disagreed on the lights that rent the mist as if just lighted. Jim insisted a row of red lights marked the breakwater, Will searched for a green lighted buoy, and I for the Stearns' wharf light. When we noticed kelp snaking about the water we rapidly decided we were not at Santa Barbara at all. To our chagrin we realized (after checking the chart) we had picked a station whose towers were thirty miles out of Santa Barbara.

At Santa Barbara we filled the gas tanks and left at ten in the evening of September fifth. By leaving then we hoped to find it calmer at Point Conception. Our party was increased by one, Tucker Thompson, so Will assigned two hour watches.

At eight a.m. we were again afloat of that variably maligned spot, Point Conception, and in a heavy chop with head winds. The boat took poundings without a groan; solid construction paid off.

We passed numerous schools of sluggish sunfish, and above Point Aguello a tanker had blown ashore.

(Continued on Page 55)

SCYA Plans 164 Yachting Events in 1951

TWO of the world's greatest yacht races (in their respective manners) are scheduled for 1951, in what amounts to one of the Southland's most imposing master calendars. These are the Ensenada and Trans-Pacific races. Additionally, no less than a dozen other deep-water races, mostly around the various channel islands, bid to make it a grand year for the off-shore sailors.

The overall agenda embraces 164 events in power and sail, on top of probably twice that number of home contests planned by the 28 member clubs of the Southern California Yachting Association.

There are four events of particular interest in late March. The traditional Sunkist series for small boats will be conducted by the Newport Harbor Yacht Club, March 17, 18, 31, and April 1. Balboa Yacht Club will sponsor the Junior College Championship series with PC sloops, March 17-18, and the annual Easter Regatta, March 24-25. The Voyagers Yacht Club will top off the month with the San Clemente Island race for Ocean Racing and Arbitrary Handicap boats, March 31.

Balboa Yacht Club will have a generally large year of it. Boasting their new launching crane, improved haul-out, parking and other facilities, the BYC is well equipped for its big summer task, playing host to the 27th annual Southern California

by Bob Ruskoff

Championship Regatta, August 4-10. The 1951 commodore of BYC is Harry Blodgett.

Southern California Cruiser Association, which started its predicted log "season" with a race for novices February 3, at outer Los Angeles harbor, has a number of these splendid piloting races slated. The impetus furnished by the \$5,000 solid gold James Craig trophy is expected as usual, to lure a goodly fleet for the first 80-mile leg from Newport to Coronado, May 26, under conduct of the Long Beach Yacht Club.

There is evidence that Art Williams, who had matters pretty much his own way in accumulating enough 1950 points to capture the C. King Brugman highpoint cruiser trophy, will find the going a bit tougher this year.

Possibly one will be the West Coast Yacht Club's women's invitational race, listed for April 1 at outer harbor. Others would include the PCC National Championships handled by San Diego Yacht Club, May 18, 19 and 20, and (also by SDYC), the Regional Penguin series, June 23-24 and Balboa to the Mercury Class International series, June 25-29.

July features among many events, the Santa Barbara Semana Nautica program, July 4; Blue Flattie series, Santa Monica Yacht Club, July 13, 14 and 15; Skimmer National Cham-

pionships, Alamitos Bay, July 28-29 and, on Newport Bay, July 29, the annual Flight of the Snowbirds.

Los Angeles Yacht Club will handle the lusty Metcalf Snipe trophy series, August 10, 11 and 12, and the Tri-Island race (ORC) August 18. Newport Harbor Yacht Club's big Race Week falls August 24-26, while Alamitos Bay YC will be host to the world's Sabot series, August 25-26.

September ushers in the usual host of Labor Holiday regattas and such allied features as the historic Times Trophy cross-channel sail from San Pedro to Catalina, September 1, for PC sloops; plus a Star Sloop and International 110 Invitational series, September 1-3, with San Diego Yacht Club as host.

First away in October will be the NOSA's second annual Commodores' Appreciation series. San Diego YC will conduct this on October 6, due to the 1950 victory of Commodore (SCYA) E. Gartzmann Gould, at Newport. NYHC has the San Clemente Island race October 14; BYC the annual "Teddy Roosevelt" series October 20-21, on the same dates as the West Coast YC's annual Fall Regatta at Los Angeles outer harbor.

In November, top fixtures will be the NOSA's second 14-Mile Bank race on the 10th, and Alamitos Bay YC's Turkey Day smallboat Invitational, November 11 and 12.

Two classics will wind up a potentially most gregarious year—the Pacific Coast Intercollegiate Championships, December 22-23, and the traditional Christmas Regatta, 29 and 30, both handled by the Newport Harbor Yacht Club.

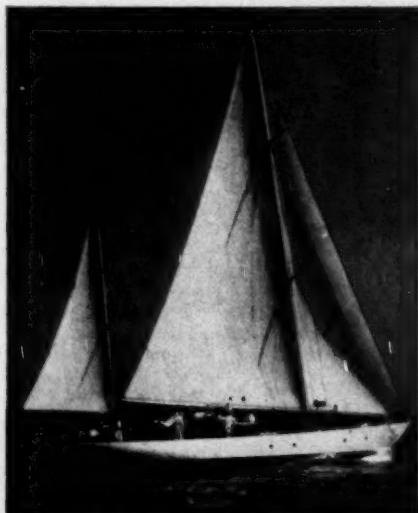
Los Angeles Speedboat Club

The Los Angeles Speedboat Club, veteran outboard group of Southern California, in January awarded high point trophies for 1950 performance.

Tommy Ingalls, Los Angeles, and Leonard Gates, Ventura, earned awards as high men in two classes: A-hydroplane and C-hydroplane for Ingalls; C-service and D-service hydroplane for Gates.

Other awards:

F-hydroplane, Bert Ball; C-racing runabout, Warren Painter; M-hydroplane, Boots Morphy; F-racing runabout, George Peake; utility outboard (new award in 1950), Bob Knapp; Cooper Travel trophy, Boots Morphy.



Saluda, a Navy yawl, was first to Ensenada last year.



The second annual Lake Mead Stock Utility Marathon over an 80-mile course will be held May 20. The race will include such boats as above, the Mercury-Sportsman in the foreground and a Chris-Craft runabout just beyond.

Southwest Speedboat Men Gird for 1951

ONE of the most imposing and diversified motorboat regatta programs ever attempted in the southwest were forwarded last month for approval and inclusion in the national year book by the southwest's Region 12, American Power Boat Association.

Excluding the Salton Sea-Mead regattas, left for future consideration, a total of 20 races have been set. They'll start with the combined inboard-outboard meet April 29 at Friant Dam. During the year there will be a duke's mixture of all-inboard, all-outboard, combined meets and more action than ever for the burgeoning Stock Utility outboards, whose second annual Southern California Championships will be held July 15 at Long Beach Marine Stadium.

The famed tidal lagoon will be scene of seven meets this year including the three national holiday inboard regattas on Memorial, Independence and Labor Day.

The now-greatest of all events for the Utilities, the 85-mile, fourth annual Colorado River Marathon, will be on October 7.

This year, again, there has been no effective effort waged to coincide some of the more important race dates of Region 11 and 12. A meeting sometime in April is planned between officials and club delegates of the two groups. Although it cannot do much for 1951, there is hope to dovetail some sort of cooperative date schedule for future years between the north and south.

Herewith, are the 1951 regatta dates of Region 12:

Key: I-Inboard, O-Outboard, U-Utility, SCSC-Southern California Speedboat Club, LASA-Los Angeles Speedboat Association, V-Ventura County Boat Club, SD-San Diego Speedboat Club.

April 29, Friant Dam, I-O, LASA; May 6, Mission Bay, O, SD; May 6, Parker, Arizona, I, SCSC; May 30, Long Beach Marine Stadium, I, SCSC; June 10, Mission Bay, I-O, SD; June 17, Bakersfield, O-I; June 24, Marine Stadium, O, LASA; July 1, Santa Barbara, O-U (B and C classes).

July 4, Marine Stadium, I, SCSC; July 4, Oxnard, O-U (B and C classes); July 15, Marine Stadium, Southern California Utility Championships; July 29, Marine Stadium,

Hearst Gold Trophy Regatta (Probable date), I, SCSC; July 29, Mission Bay, five-mile Utility competition, SD; August 12, Marine Stadium, Southern California Outboard Championship, LASA; August 19, Oxnard, O-U (B and C classes), V.

Point San Pablo Yacht Club

The Pt. San Pablo Yacht Club, near Richmond, California, celebrated the new year with not only a new set of officers but a new clubhouse.

The new officers are: Harry Barusch, commodore; Vernon P. Nelson, vice commodore; William L. Hutchin, rear commodore; Robert T. Sharpe, secretary; R. G. "Dan" Boone, treasurer; and directors, J. G. Simmersen, R. H. Clarke, A. Ralph Coons, and Alton G. Speed.

Nanaimo Yacht Club

Officers of the Nanaimo Yacht Club, Nanaimo, B.C., for 1951 are Noel Thompson, commodore; Stan Blackburn, vice commodore; C. Edgington, rear commodore; Archie Kennedy, fleet captain; George Tuddenham, measurer; Dr. C. C. Brown, fleet surgeon; and George Wilson, secretary-treasurer.



The beautiful award presented by the New York Yacht Club to add to the roster of trophies in the Ensenada Race was not completed at the time of the last race, but it was sailed for, and won by the U.S. Navy yawl, *Solada*. On a recent trip to New York, G. L. Carrington, director of the Newport Ocean Sailing Association, was given custody of the trophy at a ceremony at the N.Y.C., and delivered it to the N.O.S.A. at their annual dinner meeting in December. He is shown here, center, with the newly elected N.O.S.A. President, Harry G. McKinney, Jr., left, and retiring president, Cliff Chapman, right. The cup will be presented to Admiral Wilder Baker in San Diego, and will grace the Navy's brand new trophy case, at least until the next Ensenada Race.—Beckner photo.

Theory of the Shallow Draft Rogue River Boats

by Thomas G. Staley

OREGON'S famed Rogue River lies about halfway between Portland and San Francisco. Originating near Crater Lake high in the Cascade Mountains, this river cuts its way mostly through rock bottom in the scenic Coast Range to the Pacific Ocean at Gold Beach, Oregon, and fully lives up to its name with innumerable dangerous rapids and falls. The fame of the fishing for steelhead and salmon in the Rogue has spread around so far that even in England they manufacture special tackle for Rogue fishermen.

However, the highly specialized type of boating evolved is fascinating to other boatmen particularly if you like a river, a wild one, in the wilderness, where the boating is done not only because they like it, but incidentally because there are no roads along the river. Starting with the aboriginal Indian in dugouts, the Rogue boating was continued in pioneer gold rush days by miners who poled and roped or lined boat loads of equipment and supplies up the river and took out millions in gold.

During the past 25 or 30 years local boatmen on the lower 32 miles of the river have been and still are evolving a double-ended boat with a universal joint in the shaft so the propeller can be raised and lowered at will while running. The propeller is not under the boat at all but is located 18 or 20 inches behind it, and the rudder behind the prop.

The photos show how this is done with a hinged skeg or shoe in combination with a triangular bracket so that skeg, propeller, and rudder assembly move up and down together. By stepping on a stretched chain the operator can raise the whole assembly or if he is careless the shoe or skeg will be forced up by rocks shallows. These boats are usually from 25 to 45 feet long, broad in the bow and with a pinched-in stern.

Lex Fromm and Fat Sorber operate several of these boats, on U. S. mail contract, and carry passengers and freight 32 miles up to Agness at the mouth of the Illinois River branch. This is one of the oldest mail routes in the United States. Two or three dozen other individuals on the lower Rogue River have boats of this type. Fromm is the designer and personally builds his own boats, including the 45-footers he has lately put into service. Western tourists from all over the country discovered this trip last year and thousands now stop at Gold Beach to

take the ride up the rocky gorge in the wilderness where there are no roads or railroads. It is far from being like any launch ride you ever took on a lake on Sunday as you climb rapids and on occasion slide over gravel-bar riffles in water 12 inches deep or less, by the skillfully-timed maneuvering of an expert pilot who knows every rock in the river.

We all know how a square-sterned boat leaves a hole in the water aft at speed. If the propeller is under the boat as usual, the propeller draft is added to the boat

which covers the propeller and permits operating it in comparatively elevated position.

To attempt an analysis of the action of the water I visualize a hole in the water which is occupied by the boat whatever its shape. As speed increases and planing takes place the boat reduces its submersion to some extent but it is still making a hole in the water and occupying that hole. When the speed is sufficient, part of the hole can be seen aft merely because resurgence has not yet filled it. If the boat is making a hole 12 inches deep, resurgence, caused by gravity, will take place



Rogue River boats with their axe-like sterns and projecting propellers are built to take advantage of the crest of the following wave. Photo at lower right shows bottom construction and arrangement of hinged skeg, rudder and propeller assembly.

draft, plus the usual amount of stern-squat. If an outboard is used the propeller is running below the bottom of the hole in the water with the same result on total draft. All this adds up to too much draft for a river like the Rogue with many rapids and shallow riffles and where every quarter of an inch of draft is of the utmost importance—as something to avoid like the plague.

In the boats pictured a number of factors are combined to overcome or mitigate these difficulties, primarily by designing the boat to plane meanwhile minimizing any hole in the water by giving the displaced water time to resurge up from the bottom and in from the sides, and secondly by placing the propeller behind the boat and making its draft adjustable at will while running. As to the hole in the water behind, a square stern is not only eliminated but at certain speeds in ratio with boat length a following wave is created upwards in about a quarter second,

ignoring the internal friction of the water. Being flexible or fluid the water continues to move on up like a ball bouncing or a pendulum swinging and in approximately another quarter second tops off in a wave crest, total elapsed time about one-half second.

Let us try to correlate the resurgence speed of the water with boat speed. At 20 mph the boat moves about 7.3 feet in one-fourth second and thus the hole in the water behind a square-sterned flat-bottom boat will extend aft about 7.3 feet and the crest of the following wave will be about 14.6 feet aft of the square stern. For these double enders this distance would be measured from the forward deepest beam, not the stern. Let me hurry to say these estimates are not the result of observation but merely of arithmetic and theory on upward resurgence and ignore the water friction and the roll-in of water from the sides. The main point is merely that any boat

leaves a hole in the water and a following wave or crest, close behind at low speed and farther back at high speed. This is also true of the double enders being described but their axe-like stern shape reaches back past the hole and offers little if any interference with full resurgency, so the propeller can be placed in a water level that is not depressed and may be actually elevated by the resurgent cresting. This discussion is deficient in many respects of course, witness the factor of a rooster tail behind certain boats caused by the resurgent rebound upwards of the propeller stream.

When the Rogue pilot approaches at speed a known thin place he reduces speed at just the right delayed moment; the trim flattens, and he steps on a stretched chain to raise the prop. Speed drops, and the following wave is positioned over the prop. Just the right amount of throttle is now given and even though the propeller might be half out of water except for the following wave or crest, enough thrust is obtained to maintain forward speed and the boat coasts over 12 inches or less of water for a considerable distance into good water or channel beyond.

Another feature of the boats might be mentioned which is not obvious from the pictures. The flat bottom of the boat aft, the final six or eight feet is usually raked up about 2 inches. I am told this is done to counteract in advance the later tendency of such boats to change their shape to a hook-down aft. However, as a layman wandering as I am in the esoteric precincts of naval architecture, there appears the small possibility this stern rake might help

a little the resurgent water get where it is wanted.

Propellers on these boats are said to range from 12 to 17 inches in diameter. For power they use mostly converted auto engines. The shaft behind the joint is cased in a sleeve consisting of a piece of galvanized pipe. It moves up and down in a slot or "tunnel" as the pictures show with a "throw" of up to 12 inches for the propeller. Top speeds of 20 mph. are undoubtedly gotten and some claims of 30 are heard.

I am informed by William Garden, the Seattle naval architect, that this general type of propulsion unit has long been used in the Yukon River and other such rivers for shallow service. An outboard adaptation of this double-ender system might be mentioned which has been worked out by Glen Wooldridge of Grants



This view of the stern of a Rogue River boat shows how the propeller shaft is cased into a watertight trunk which allows the shaft to be raised and lowered.



Glen Wooldridge of Grants Pass uses an outboard bracket with a hydraulic jack which raises and lowers the outboard motor at will.

Pass, Oregon, on the upper Rogue River. He uses a metal bracket or motor mount, with a sliding transom on it, for a big Evinrude outboard motor, which is thus positioned aft about 18 inches in the nondepressed water, and is raised or lowered at will with a hydraulic jack in the boat. Wooldridge hauls passengers on one day trips out of Grants Pass on the Rogue with this outfit, carrying six or eight dudes at a time.

Quartermaster Yacht Club

New officers of the Quartermaster Yacht Club are Fairman B. Lee, commodore; Robert Graham, vice commodore; David Baldwin, rear commodore; Larry Allison, treasurer; Ray R. Meyers, secretary. The club is located at Quartermaster Harbor, Vashon Island, Burton, Washington.



Propeller and rudder assembly shown in the raised position for clearing shallow bars. Note that the propeller shaft is raised into a slot in the stern of the boat.

Southern California Speedboat Club Announces Annual Awards

Southern California Speedboat Club, Inc., under new commodore Bill Collins, has awarded 1950 High Point trophies to Reathel Bush, 135s; Loren Pennington, 225s, Division 2; Bob Sykes, 225s, Division 1; Glenn Miller, Cracker Box; H. Mitchell, "E" trophy; Dr. Louis Novotny, PODH; Louie Meyer, 48 cubic inches; Dr. Novotny, High Point Trophy.

Stubblefield Adds Second Boat To His Snake River Sports Run

Chief Whitebird, running mate to the Chief Joseph, in the Hell's Canyon sports runs initiated last spring by Blaine Stubblefield, has been contracted to Glen Wooldridge, of Grants Pass, Ore., for delivery about March 1.

The Chief Whitebird will operate downstream from Weiser to Homestead, Ore., or Kinney Creek Rapids, in the upper end of the main gorge. The boat will be returned to Weiser for each run, on a trailer dolly, via Baker City.

The Chief Whitebird will be a "Rogue River" whitewater special design developed by Wooldridge during his 35 years of operation on the Rogue. She will be 30 feet long and 8 feet wide, with a flat bottom, pronounced side flare and high bow for riding rough water. The forward nine feet of the hull will be cowled over, head-high, for stowage and toilet space. Power will be two large outboard engines, steered and throttled from an elevated control bridge forward, with pilot looking over the bow.

Course for the International Cruiser Race Is Announced

THE COURSE for the International Cruiser Race from Vancouver, B.C., to Seattle has been announced by Russell Rathbone, vice president and publicity chairman of the International Power Boat Association. The race will be held July 28-29, 1951.

"The approximate distance will be 130 miles, following a reasonable steamboat course," he said. "The kelp-cutters might shorten this approximate distance a few miles and others could figure it as some miles farther if necessary."

The finish time will be 2 p.m., P.S.T., Sunday, July 29. The seven and eight-knot boats are expected to experience practically no current to speak of in either of the passes. The course for those traveling during darkness is in well-lighted waters. Most fast cruisers will be able to run the race entirely during daylight hours. It can be safely stated that this year's course will be one of the easiest figured and navigated of any held in many years, Rathbone said.

Few modifications of the rules are expected.

Reversing the race, starting in Canada and finishing in Seattle, has stimulated considerable interest on the part of Canadian skippers and it appears that the northern clubs will have a much larger number of boats participating than in any previous race, he said.

With the race finishing Sunday afternoon just the day ahead of the Gold Cup trials preparatory to the final race later in the week, and

just ahead of the beginning of the big Seattle Seafair, which will in a measure herald the Seattle Centennial Celebration, the participating and attendance in the International Cruiser race should be the largest and contain the most interest of any held in the past, Rathbone said. Estimates at this time would indicate that entries will perhaps for the first time approach the 200 mark.

The course was given as follows:

Starting Line will be between Burnaby Shoal Light to starboard hand and a vessel anchored 300 feet distant inshore on a bearing of 230° true from the light. (Authority Vancouver Harbormaster.)

Course through first Narrows must be laid to starboard so that the signal tower on the center of the Lions Gate Bridge will be passed on the port hand—thence via Burrard Inlet, Georgia Strait, into Active Pass. (Mileage from starting line to Control Point No. 1, 33 miles.)

Control Point No. 1, Mary Anne Light—Pass within 200 yards. On through Active Pass leaving Enterprise Reef Light to port hand, via Swanson Channel, between Prevost and North Pender Islands, Haro Strait, south of Stuart Island, between Spieden and Sentinel Islands, thence south of Jones Island into North Pass. (Mileage from Control Point No. 1 to Control Point No. 2, 24 miles.)

Control Point No. 2, Pole Pass Light. Thence through Harney Channel, Peavine Pass, across Rosario Strait, north of Burrows Island into Burrows Bay, Northwest

Passage, into Deception Pass, between Ben Ure and Strawberry Islands. (Mileage from Control Point No. 2 to Control Point No. 3, 25 miles.)

Control Point No. 3, Hope Island Light—pass within 100 yards. Thence into Skagit Bay, Saratoga Passage. (Mileage from Control Point No. 3 to Control Point No. 4, 26 miles.)

Control Point No. 4, Sandy Point Light—pass within 400 yards. Via Possession Sound, Puget Sound. (Mileage from Control Point No. 4 to Finish Line, 22 miles.)

Finish Line, Meadow Point, Shilshole Bay—a line between two yellow and black targets off the Point and a moored vessel off the Point. Latitude 47° 41' 36" north (41.6 minutes), Longitude 122° 24' 36" (24.6 minutes west.)

Balboa Yacht Club

Members of the Balboa Yacht Club, Newport Beach, California, recently completed a small boat pier and electric hoist. Snipes, Snowbirds, Stars, etc., can now be lifted off their trailers and dropped neatly into the water. The new installation includes a pier to the bulkhead line with 120 feet of floating dock as well as the electric hoist. A new flagpole has also been set up—the old mast from the *Topaz*, a gift of George Harrington, with work donated by the South Coast Company of Newport Beach.

Power Squadron Conferences

District conferences of the Pacific Coast's U. S. Power Squadrons will be attended by A. N. Clifton, chief commander of the U. S. Power Squadrons. Clifton will attend the District 13 conference in California, March 3. On March 10 he will attend the district 16 conference at the Meany hotel in Seattle.



U. S. Power Squadrons elect new officers. Heading the Seattle Power Squadron this year (from left) are Secretary James C. McDougal; 1st. Lieut. Colton Green; Commander Lawrence W. Kammish; Treasurer Henry H. Judson, Sr.; and Lieut. Comdr. Paul B. Sades.—Williamson photo.



With District Commander Harry Ashton (left) and Long Beach Squadron Commander Robert Schilling (right) as witnesses, the leadership of the Balboa Power Squadron changed hands. The new commander, Hay Langenholm, (left center), accepts the Reg of office from retiring commander Ted Hambrick.—Becker photo.

Oregon Boatmen Make Plans for 1951

SETTING aside plans for a 1951 boat show in Portland, the Marine Dealers Association of Oregon will stage a Marine Week, tentatively set for May 12 to 20, inclusive, with an open house in all of the marine display centers and moorages, uptown window displays, publicity and advertising relating to boating and water sports, and a grand wind-up with the annual Portland outboard marathon on the final day of the week.

Staff Jennings, veteran dealer, is chairman of the marathon and Marine Week committee, and he is assisted by Roy Herlert, The Anchorage; Warren Nash, Nash's Marina; and Floyd McElroy, McElroy's Oregon Marina, in planning for the events.

The dealers elected Don Criteser, owner of the Oregon City Marina Mart, as their 1951 president; Jennings as vice president; Reece O. Dickman of Oregon Marine Supply Company, secretary; Ivan O. Shepherd, treasurer; and Graham Austin, The Beebe Company, director at large.

Criteser appointed Dickman and Matt Kovenz, of the George Lawrence Company, to the entertainment and meeting place committee. He appointed a membership and publicity committee composed of Austin Shepherd, Kenneth Bostwick, of Staff Jennings'; and Eddie Cameron, of Lee McCuddy's Columbia Marina.

Oregon Yacht Clubs Elect

South Western Oregon Motor Boat Club, headquartered at Coos Bay, is seeking a series of utility outboard races and cruising events with other boating groups during the next summer. Carl Damm, North Bend, is president; R. L. Bickett, vice president; Fritz Davison, Coquille, secretary; Barney Merritt, treasurer.

Columbia River Yacht Club reported a growth in membership from 126 to 166 during 1950. Its boathouse list increased from 50 to 71 and boats in open moorage from 17 to 26 during the year. The club, now only five years old, fills its moorage space to capacity.

Portland Yacht Club built its membership to its constitutional limit of 200 during the year by means of a special low-price initiation fee designed to attract young enthusiastic boaters who otherwise

by Lawrence Barber

might not have joined if required to pay the regular initiation fee. The club moorage has been at capacity for several years.

Portland area boating organizations elected the following officers recently for 1951:

Flotilla 74, Inc., CGA—Kenneth E. Rodgers, commander; Edward J. Green, vice commander; William F. Herald, training officer.

Flotilla 77, CGA—Mike Gerlack, commander; Harry Arnold, vice commander; Cliff Andrus, training officer.

Rose City Yacht Club—Wade Cornwell, commodore; Harold Spoel-

stra, vice commodore; Trueman T. Smith, rear commodore; Evans Davis, secretary-treasurer.

Oregon Outboard Association—Harry Eyerly, Salem, Commodore; Jerry Lampkin, Camas, vice commodore; Frances Eyerly, Salem, secretary-treasurer.

Riverside Yacht Club—Claire Haines, commodore; Richard Lamb, rear commodore; Rod Lamb, dock captain; Nancy Lamb, secretary-treasurer.

Lock Traffic Heavy

The corps of engineers recorded the passage of 435 small craft through Bonneville lock during 1950 and 160 others at Willamette Falls locks, near Oregon City.

Portland Men Overhaul Old Yacht



This 140-foot steel diesel yacht, the *Caronia*, of Portland, carries a small seaplane on its upper deck as a tender.—Lawrence Barber photo.

ANCHORED in the Willamette River just above Portland's Sellwood Bridge for more than a year is the 140-foot steel diesel yacht *Caronia*, which three young Portland business men are laboriously refurbishing into a fine cruising vessel. They bought it from Royce Brothers, who previously purchased it as a surplus craft from the government shortly after the last war.

The new owners are M. L. Coulter, William G. Cooney and Herman C. Jacobson, who formed the North Coast Timber Corporation several years ago and purchased the yacht in the name of that concern.

Interior bulkheads have been shifted about and refinished, cabins have been put in good condition, the engine overhauled, the after main deck has been decked over with an

upper deck for shelter. With a Seabee seaplane on their hands, the owners hoisted it to the upper deck by means of a 35-foot boom and electric winch, and the plane became a part of the ship's regular equipment.

The owners hope to dispose of the vessel eventually to some organization which desires to have comfortable quarters afloat for executive personnel. The Seabee and a 20-foot motorboat could serve as tenders.

The *Caronia* was built at Bay City, Mich., in 1927 at the Comoco, and was originally owned by a Continental Motors executive. Later it was owned in Los Angeles and there entered war service as the *Pyc-11*, with the name *Androlite*. When it was built, the boat was reported to have cost \$750,000.



San Francisco's famed Civic Auditorium, scene of the sixth annual boat show.

Boats Featured At San Francisco Show

THE PACIFIC Coast's only boat show and the only exhibit of craft west of Chicago this year will be held in conjunction with the Sixth Annual San Francisco-Oakland combined Sports, Travel & Boat Show, March 2-March 11, at San Francisco's Civic Auditorium.

Plans for the San Francisco show indicate it will be bigger than any previous year. In order to exhibit a 46-foot Stephens boat, flagship for the show, the loading doors of Civic Auditorium are being enlarged.

Boat manufacturers and representatives will have a fleet of the latest designed crafts on exhibit. The Shell Lake Boat Company, through its distributor, M. L. Brandenburg Company, will show the *Lady-Gull*, 18-foot cabin cruiser, as well as other sporting goods items, including the Teene Boat Trailers. The Under Boat Company of Suisun, California, will display three Hunter cruisers from the 30- and 34-foot class to the 46-foot luxury number.

The 34-foot Chris-Craft will be shown by the John G. Rapp Co., according to Skipper Ken Scott. Pat Kirrane of California Marine Sales will exhibit a 26-foot Saticraft cruiser. Stephens Brothers Boat Co. of Stockton, Calif., will show their 46-foot Stephens cruiser, which has been designated flagship for the boat section.

Wizard Boats, Inc., of Costa Mesa, California, will show their extensive line of resin-bonded Fiberglas laminate small craft.

The unusual new Super-6 marine

engine featured at the New York show is to be part of the Thomas A. Short Co. display. The company will also show the Caterpillar marine diesel, Universal marine engine, the Mercury outboard motor and allied nautical equipment. A cut-away of a 25-horsepower Mercury motor will be shown as well.

Home boatbuilders, both professional and amateurs, will see for the first time in a Pacific Coast show complete Chris-Craft kits for building boats. The Chris-Craft boat kits will be shown by C. J. Hendry Co. Besides the prefabricated kits, the company will show assembled models. Kits come in the 8-foot pram, 12-foot runabout, 14-foot fishing skiff and 14-foot deluxe runabout and 21-foot Express Cabin cruiser.

For the first time in the history of the San Francisco sports show, boats up to 14 feet in length will be floated in the casting pool.

West Coast Engine & Equipment Co. of Berkeley will feature among their General Motors lines the new 110 and 275-horsepower marine engines and the 3071A marine diesel. Included in their display is the new Chrysler Marine models, among them the new Majestic and English model Petter diesel.

Carlisle & Finch searchlights, Onan generating plants, Photo-Electric Pilots, General Electric radios, C-O-Two fire extinguishing equipment and Johnson-Williams combustible gas indicators are part of the display of Ets-Hokin & Galvan.

Ames Harris Neville and Wilber & Sons will show their complete lines of lifejackets.

Weeks-Howe-Emerson Co. will include among their exhibit Old Towne canoes, Woolsey marine paints, Devoe yacht finishes, Wilcox-Crittenden marine hardware, Perkins marine lamps, Jabsco pumps and other marine gear. Trailerboat aluminum boats, sail boats, Michigan outboard propellers, Hagerty Sea Shells, Wilcox-Crittenden and Kainer marine hardware will be featured in the Boardman & Flower display. Columbian and Federal propellers, Gray Marine, Wisconsin and Onan engines, Galley Maid water heaters and Flambeau outboard motors are included in the Hall-Young Co. booths.

On its way from Norway for the San Francisco boat show is a Dragon international class sailboat, 29-feet 6-inches long, sloop rigged. Built in Oslo, the craft is imported by the Scandia Boats, Inc., of Seattle. Chuck Squires, San Francisco representatives for Scandia, will display the sailing craft.

The leading outboards in the nation will be exhibited at the annual boat show. Mercury is being displayed by Thomas A. Short Co., Neptune by M. L. Brandenburg Co., Evinrude by John G. Rapp Co., Johnson Sea Horse by B. H. Heben Co., Chris-Craft by C. J. Hendry Co., Champion by Weeks-Howe-Emerson, Martin by Ravorcraft Co., Oakland, and Scott-Atwater and Lawson by McCune-Merfield.

For Cruising Comfort in 1951 . . .

Owens Yacht Offer 7 Models

THE OWENS Flagships will be built in two sizes in different models in 1951, the Owens Yacht Company of Baltimore, Maryland, has announced. Seven models are now available.

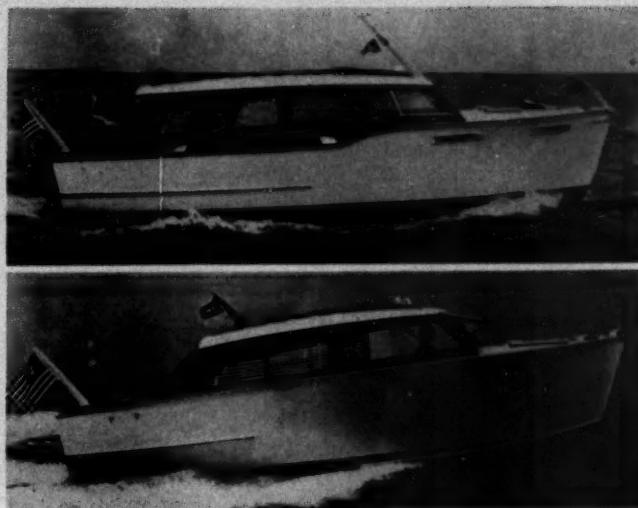
The 26 foot model is offered in the deluxe sedan, deluxe express, semi-enclosed cruiser, and sportsman's convertible. The Owens 26 hull is of the modern concave V-bottom type, characterized with a high chine line forward and wide flaring bow. Standard Owens power installations are either single or twin screw, opposite rotation Flagship marine engines of either 100 or 118 hp., direct or reduction drive, which give a speed of 17 to 28 mph.

The Owens 34 is available as a custom deck cabin cruiser, sport cruiser, and flying bridge express cruiser. The Owens 34 has a raised deck on steam-bent frames and round bottom hull. Power options are the same as the Owens 26.

Standard equipment on all Owens Flagships includes monel tanks, sea cocks on motor intakes, electric bilge blower with separate switch, carburetor flame arrestors with built-in carburetor drip collector, ducted bilge ventilation systems, and air vented side gasoline filling systems. The full view cabin windows have screens and opening windshield.

New 145-hp Federal Motor

Its new model "L" engine has been announced by the Federal Marine Motors Company of Chicago. The engine is built up on the heavy duty 145 hp. Ford truck engine. The V-type motor produces 145 hp. in a total length of 45 inches.



New features on the Owens "34" custom deck cabin cruiser (top) include improved hull lines and keel depth increased 4 inches and new equipment. The Owens "26" deluxe sedan (lower photo) sleeps four persons on inner coil spring mattresses.

The engine is available complete, converted by Federal, or the customer may purchase the conversion equipment in kit form. Reduction and reverse gears are available in ratios of 2-to-1 and 3-to-1.

Coperoyd

Reasons for the effective action of Coperoyd, the boat bottom coating, have been advanced by the Metallic Coatings Corporation.

Metallic copper has long been said to be acknowledged by authorities to resist the corrosive action of sea water and repel marine growth far better than any other agency found.

As Coperoyd is pigmented entirely

of pure metallic copper in extremely fine particles, it not only achieves the above results but produces a most durable anti-fouling boat bottom coating which stands abrasion to a high degree.

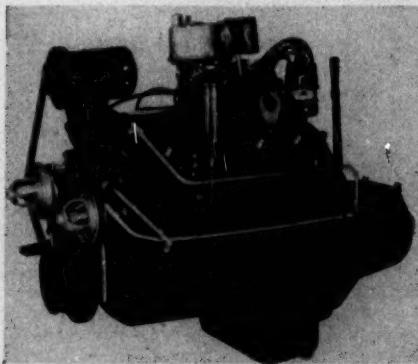
A companion product is Coperoyd Sealer which is intended for use in filling the pores and keeping the grain from raising on certain types of plywood as well as giving better adhesion to the Coperoyd.

Scripps Has Full Line

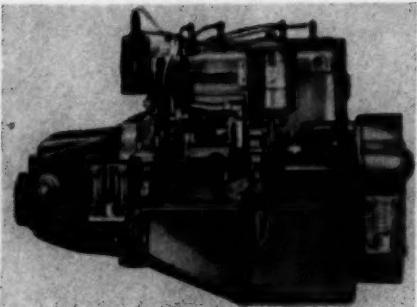
Scripps Motor Company reports one of the most successful seasons in its 44-year history attributable to extensive improvements in their entire line of engines which resulted in more favorable price adjustments and more complete coverage of in-board power requirements.

A full line of models ranging from 25 hp. to 700 hp. in the gasoline field and from 25 to 220 hp. in the diesel field offers selections to suit the most exacting requirements without compromise.

Standard models at conservative rpm. are offered for cruiser and commercial applications, whereas the special high speed models have been developed for the lighter hulls where top speeds are of primary importance. Horsepower ratings in all instances are well on the conservative side to assure long trouble-free en-



The new Federal Motors Model "L" develops 145 horsepower.



This Scripps series 30 4-cylinder, 134-cubic inch displacement, develops 60 hp at 3400 rpm. Chrysler Crown-Special, 123 hp at 3600 rpm. Weight, 1030 lbs.

gine life. Improved design features have resulted in higher horsepower output without materially increased rpm.



Chris-Craft 10-hp Commander.

Chris-Craft Outboard Motors

Both the Chris-Craft 5½ and 10-hp. Outboard motors are now in full scale production at the Grand Rapids, Michigan, plant. Both are built to provide the widest possible range of outboard motor performance, from slow trolling speeds to fast top speeds.

The Chris-Craft 5½-hp. outboard, Model J, is an alternate-firing twin with 9.42 cubic inch displacement, weighs 46 pounds.

The newer Chris-Craft 10-hp. outboard, Model K, is also an alternate-firing twin with 19.94 cubic inch displacement and weighs 72 pounds. This motor is easy to start, has a unique carburetion system allowing quick acceleration from slow idling speeds to extremely fast top speeds. Features include a two gallon fuel tank, weedless propeller, underwater exhaust, rubber-mounted swivel bracket for easy, vibrationless steering, and stream-styled

fin-shaped underwater unit for high speeds with minimum water resistance.

The Flagship marine engine has 226 cubic inches piston displacement.

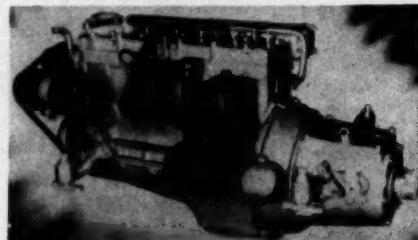


Photo Electric Pilot Corp.

Continuous research by the Dickison Brothers, owners of the Photo Electric Pilot Corp., in Seattle, Washington, has constantly improved this electronics device for automatic steering of both pleasure and work boats. The year 1950 exceeds all other years in sales of this product.

This year, A. B. Dickison, president, reports that there are some new improvements again that have been added to the Model 45 Pilot. They include the addition of limit switches, automatic voltage control,

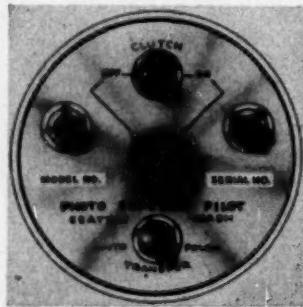


Photo-Electric Pilot units for automatically steering of pleasure and work-boats are now equipped with this new, attractive chrome-plated control panel.

new condenser to eliminate radio interference, and a new and more

efficient amplifier tube. All this and a new, attractive control unit that is finished in chrome and brass, designed smartly to enhance the pilot house of any fine vessel.

Flagship Engines

Six-cylinder gasoline and diesel engines suitable for a wide variety of marine applications are manufactured by the Flagship Engine Company, Baltimore, Maryland.

In the gasoline group are three engines of 226 cubic inch piston displacement, two of which put out 100 hp. at 3400 rpm., with choice of opposite rotation and 2-to-1 reduction. The Fisherman model develops 90 hp. at 2800 rpm.

Diesel engines include the 70 and 95 hp. engines, turning 2000 rpm. and 2800 rpm., respectively. Choice may be had of the direct drive and 2-to-1 reduction gear models.

Sen-Dure Heat Exchangers

Heat exchanger systems for fresh water cooling remain the sole product of Sen-Dure Products, Inc., of Bay Shore, New York. Sen-Dure's line provides equipment for every size and type of combustion engine in addition to an unusually broad line of oil coolers and heat transfer equipment for marine as well as industrial uses.

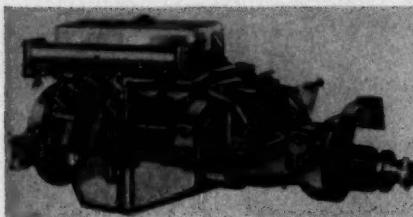
A complete kit of coordinated parts is usually supplied, properly labelled with instructions for installing.

Woolsey Sail Gard

A new preservative for season-long protection against unsightly mildew growths and destructive rotting of sails is announced by the C. A. Woolsey Paint & Color Co., Inc.

Sail Gard protects sails without stiffening, discoloring, or adding measurable weight, prolongs the fibres and halyards exposed to weather and dampness.

It resists washing out by spray or rain. Easily applied, it is a colorless concentrate in liquid form, prepared by adding fresh, clean water.



A popular engine, the Chrysler Crown develops 104 hp. at 3000 rpm.

Seven Models by Chrysler

The new Majestic engine which Chrysler added to its marine line last year is reported by the company to have proven unusually acceptable to both pleasure and workboat owners whose first consideration is rugged yet economical power. It develops 160 hp. at 3000 rpm.

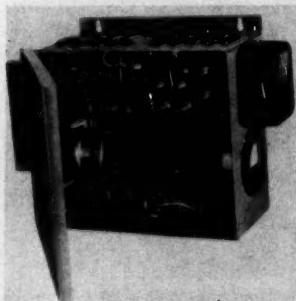
Seven models, ranging from 87 to 165 hp. make up the Chrysler marine line for 1951. Headlining the new features are sodium cooled exhaust valves and silichrome steel intake valves. A new design of water distribution tube provides balanced cooling.

All models are available in straight drive, reduction gear or vee-drive built integral with the engine.

Onan Generators

In 1951 D. W. Onan & Sons, Inc., have added a 32-volt, 2000-watt generator and control combination designed for charging 32-volt batteries regardless of variations in drive speed between 1000 and 3000 rpm. The two-bearing, shunt-wound generator can be used with either belt or flexible drive. The wall mount control includes automatic voltage regulator, reverse current relay, d.c. ammeter, and replaceable cartridge fuse.

Also offered is a model 5MGO 5000-watt generator powered by a 4-cylinder water-cooled gasoline engine. Other Onan marine plants are one-cylinder a.c. units, from 750 to



Onan generator-control package.

1000 watts in 115 volts. Two-cylinder a.c. units are available in 3000-watt capacities, 115 volts. Battery-charging electric plants are available from 400 to 1500 watts.

Palmer Engines

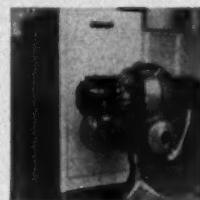
This year Palmer Brothers Engine Corporation are placing emphasis on their five most popular engines, which range in power from 6 hp. to 125 hp. Experience has shown that these five engines meet most of the requirements of yachtsmen and fishermen.

The PH 120 is a six-cylinder engine that gives 125 hp. at 3000 rpm. The PH 75 is also a six-cylinder engine, yields 80 hp. at 3000 rpm. The PH 45 has four cylinders, 45 hp. at 3000 rpm. All three engines have the fully-enclosed fly wheel, a one piece cast iron crank case, the Palmer all-disc clutch. Reduction gears are optional.

The HH two-cylinder engines develop 10 hp. at 1600 rpm., and the

hot water, etc. This latest type of Allen equipment is of the high-efficiency type, light in weight, easy to clean, fully automatic, compact as a watch and with low fuel consumption. It has full Coast Guard approval and is modeled from previous boilers which are used in workboats and pleasure boats all over the world.

The Allen line, which is quite extensive, also includes the Junior boat heater, double-jacketed ex-



The Model S-H Allen boiler.

hausts, evaporators, heat exchanges and also special fabrications from non-ferrous metals.

Nordberg Describes New Models

Publication of a new 16-page, two-color bulletin describing four new and improved Nordberg gasoline marine engine models—the Knight, Marlin, Arrow, and Bluefin—which were just introduced, is announced by Nordberg Manufacturing Company, Milwaukee 7, Wisconsin.



Port side view of the Palmer PH 75.

BH single cylinder engines develop 6 hp. at 2500 rpm. The HH is regularly equipped with the Palmer clutch. These are ideal engines for auxiliary power on sail boats and for fishing skiffs and tenders. Palmer has developed a 16-foot fishing skiff for the BH model.

Also offered this year is an independent bilge pump drive for the PH 75 and 120 models.

New Type of Copper Boat Boiler Added to Allen Marine Line

R. H. Allen of Allen Copper Coil Manufacturing of Seattle, announces a new and improved copper boiler for marine application for heating,

Onan Magazine Describes Marine Electric Plants

Marine electric plant installations are described in a special marine edition of "Power Points," company magazine published by D. W. Onan & Sons, Inc., Minneapolis, Minnesota. Copies are available upon request.

Buda Describes Engines

The Buda Company, Harvey, Illinois, announces a bulletin 1522 describing their complete line of marine diesel engines. This is a three-color, eight-page catalog, illustrating fourteen sizes of diesel marine engines, ranging from 15 to 500 hp.

BARKING DOG NAVIGATORS

THE Pacific Tow Boat and Salvage Company tug *Palomar*, with its crew under Captain William Collins, had just completed another ordinary job. A large tuna clipper, which had gone on the rocks in San Quentin bay on the coast of Mexico, had been floated with the aid of pontoons and was ready for the trip north.

Just as things were secured and they were ready to sail an impenetrable blanket of fog lowered around them like a curtain. The captain set his course and at a speed of three knots started out of the bay. Close watch was kept on the compass as it was so soupy the tow was invisible.

Soon Captain Collins called Danny Trigg, who was acting as lookout, and asked if he could see anything remarking that: "Things don't feel right, the water is too smooth."

Danny went up on the bow and called back, "We are getting in close, I can hear the dogs barking."

"What do you mean dogs barking?" the captain snorted. "There isn't a dog within a thousand miles."

"Shut off the motor and listen," Danny chuckled. "I have been in here before and there is a rocky point covered with seals and they set up a howl every time a boat comes near."

The motor was throttled down and all could hear the seals barking.

Changing the course the tug started slowly forward. All wondered what had happened that they should get so far off.

Suddenly the fog lifted and the reason was discovered. The tow had veered off to one side dragging the tug broadside inshore.

Captain Collins went on to tell about "Barking Dog Navigators."

"Years ago before there were many lights along the Pacific Coast, small vessels stayed close in if there was an off-shore wind. Coming in close to Anacapa Island, you could hear the birds and smell the guano. Goleta was called 'Coal Oil Point' because you could smell the oil from the oil wells. You could smell the oil field at San Luis Obispo too. Nearing Point Conception, the odor of flowers from the large fields around Lompoc guided the sailors. Off Point Sur, the fragrant odor of the Redwoods was picked up. If you knew your timber it was possible to traverse the entire length of the Pacific Coast, entirely by smell."

"Yes," the Captain continued, "People can laugh all they want at

by Lee Kirby

these inshore boatmen, but I have a lot of respect for them."

According to press reports a campaign has been started to establish a string of small lighthouses along the Tasmania coast. It seems the younger fishermen spent so much time in the service in World War II they do not know which dog is which. The fathers are too old to go out and the boys are having difficulty threading their way among the reefs close to shore.

The story is told of a sailor who had spent all his life in fishing and towboat work among the islands of Puget Sound and the Straits of Georgia. He knew navigation but relied mostly on barking dog navigation and never had anything happen.

He got a commission in the navy in World War I and ended up in convoy duty across the Atlantic. One night when it was as dark as midnight in a coal mine he was watch officer on the leading ship of the convoy. They were skirting the northern coast of Scotland and toward the end of his watch he became extremely nervous. Going over the night order book with his relief he was of the opinion they ought to call the captain as he was sure they were too close inshore.

The relieving officer laughed at him. "You are right on the course; what are you worrying about?"

"Maybe so," the old water rat replied, "but I smell land."

After much discussion he was told to go to bed and forget it. Refusing to leave, the old salt paced nervously up and down the narrow confines of the flying bridge.

When dawn broke a rocky promontory stretched out before them so close that it took better than a forty-five degree change of course to keep from going aground.

An amusing thing happened to a student friend of mine in Victoria, British Columbia. He had a seaworthy small boat and outboard motor with which he spent a good part of his spare time fishing out in the straits. One day a sudden fog closed in on him blotting out the shore line. He did not get panicky because he could hear automobile horns blowing as the cars went around Marine Drive. The sound of klaxons seemed to be getting nearer, and the fog raised a little. Then he was startled to find he had been following a small fishing boat equipped with a regular auto klaxon. When he finally became oriented he was nearer Port Angeles than Victoria.

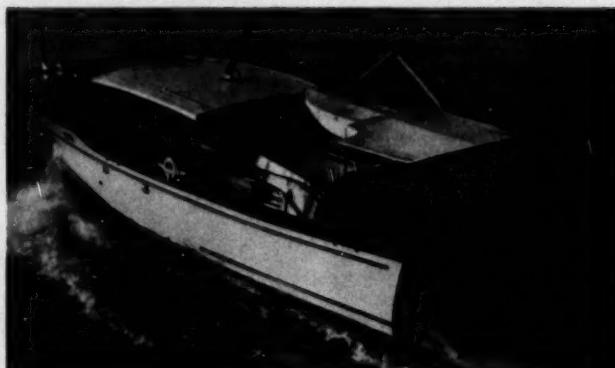
Yes, they laugh at barking dog navigators but being familiar with shore sounds, bell and whistling buoys, fog horns, or even MacDonald's dog may bring you home through a fog-blanketed harbor entrance.

Tacoma Yacht Club

New commodore of the Tacoma Yacht Club is Otto Johnson. Frank Heffernan is vice commodore, and William Ostruske, rear commodore.

Everett Yacht Club

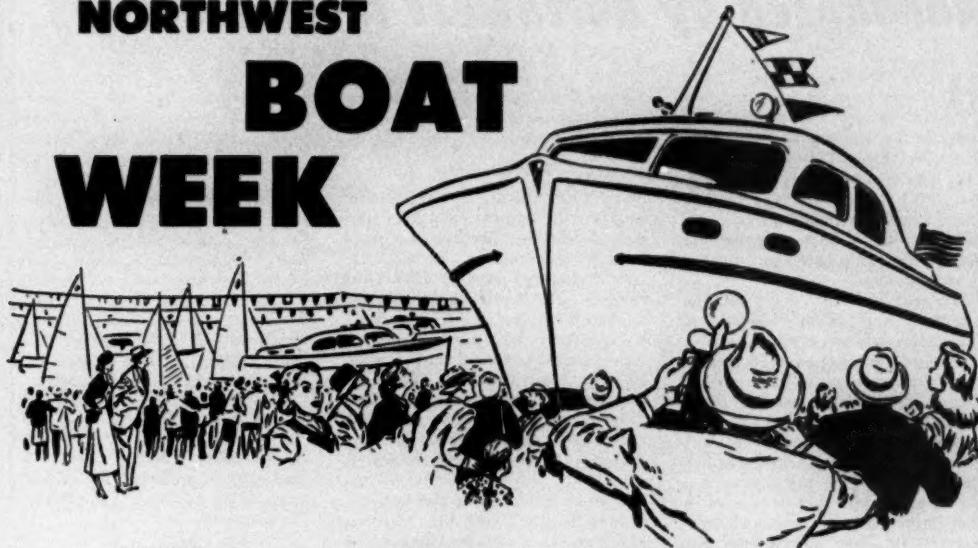
Everett Yacht Club has been authorized by its members to purchase a 640 by 200-foot waterfront property on the north side of Hat Island which lies outside the Everett harbor area. This is a popular resort area for Everett residents. The club proposes to make a 150 x 200-foot fill, a 180 by 300-foot breakwater, and construct moorage and harbor facilities.



One of the newest cruisers to be launched by Stephens Brothers is the *Dee Jay IV*, owned by Benjamin De Jarnett of Fresno, California. Power is two Scripps 170 hp engines with 2-to-1 reduction gear.

Announcing

NORTHWEST BOAT WEEK



February 24 through March 4

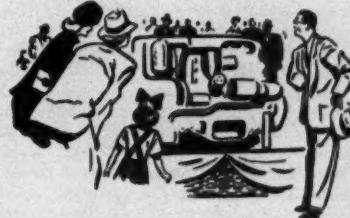
sponsored by the

NORTHWEST MARINE INDUSTRIES, INC.



Northwest Marine Industries, Inc., feeling that there is a deep interest on the part of the boating public to learn what is new for 1951 and what is available this year, is sponsoring Boat Week in the Puget Sound area. This program is in lieu of the annual Pacific Northwest Boat Show, which was recently cancelled. Boat Week is an invitation on the part of the industry to have the public inspect the marinas, the boat and equipment salesrooms before the active boating season opens.

"Every Marine Establishment a Boat Show"



Follow the Boating Trail during Boat Week

"Boat Week"--February 24 to March 4--

Announced by Northwest Marine Group

BOAT WEEK in the Pacific Northwest has been proclaimed for the period February 24 through March 4, according to the Northwest Marine Industries, Inc., whose membership throughout the Puget Sound area will conduct open houses, demonstrations and displays of 1951 lines of boats, engines and marine equipment for the boating public.

"A boat show in every marine establishment," is the keynote of the marine dealers' group. The Boat Week program was adopted following the cancellation of plans for the annual Pacific Northwest Boat Show in Seattle.

Northwest Marine Industries, Inc., however, to call attention to the fact the Northwest has the highest per capita boat ownership in the world, that its facilities for sales and service of this huge recreational and commercial fleet is second to none, invites the public to visit marine establishments during Boat Week.

"Despite the action of the Northwest Marine Industries, Inc., in canceling the 1951 Boat Show, the marine dealers of the Northwest wish to acquaint the boating public of the fact that no restrictions on boating are planned by the military, that boats and equipment are available in 1951 unless the international situation is materially worsened," Moore McKinley, Boat Week chairman, stated.

The industry points with pride to its contribution in World War II, when many hundred small war craft were built in the Pacific Northwest and that service, repair supply houses contributed vastly to the war effort. Further, the work of the small boatman, in manning patrol and other craft in the last war speaks volumes for the training received in operation of their own pleasure and commercial craft, further emphasized by the work of the Coast Guard Auxiliary and the U.S. Power Squadrons.

Heading the Northwest Marine Industries, Inc., for the 1950-51 term is J. B. "Jack" Hickman, Seattle manufacturers representative. Other officers are A. V. Evans of Evans Engine & Equipment Co., Seattle, vice-president, and Russell G. Gibson of the Marine Bargain Center, Seattle, secretary-treasurer.

Firm members of the Northwest Marine Industries, Inc., expecting to participate in the Boat Week program are:

Seattle Area

Alaska Pacific Supply Co.; Al-Pac Engine & Equipment Co.; American Automobile Co.; Associated Transfer & Storage Co., Inc.; Ballard Pattern & Brass Foundry; Blanchard Boat Co.; Bludworth Marine; Bolton Outboard Motors; J. F. Boyce, Bryant's Marina, Inc.; Buda Engine & Equipment Co.; Chambers & Franck Boat Co., Inc.; Columbia Distributing Corp.; Coolidge Propeller Co.; Cooper Bessemer Corp.; Cummins Diesel Sales Corp.; Ralston R. Cunningham Co., Inc.; Cunningham Mfg. Co.;

Diesel Engineering Company; Draper Engine Works, Inc.; Ehrlich-Harrison Co.; Evans Engine & Equipment Co., Inc.; Fairview Boat Service; Fisheries Supply Co.; Fisher's Marina; Flaherty's Boat Sales & Service; "Doc" Freeman; Fremont Boat Company; Fremont Electric Company; Edwin Monk-Lorne Garden; Gardner Distributing Co.; General Petroleum Corp.; Alexander Gow, Inc.; Grandy Boat Company; W. B. "Doc" Heil; J. B. "Jack" Hickman; International Sales Corp.; Intervox Corporation; The Instrument Laboratory, Inc.; Jacobson Boat Company; C. W. Jones Company; Jules Engine & Equipment Co.; Kolstrand Mfg. Co.; LaBow, Haynes Company, Inc.; Lake Union Sales Co.; Lake Washington Yacht Basin; Ledger Marine Charters; A. J. Lilygreen Northwest, Inc.; Lockhaven Marina, Inc.; Marina Mart, Inc.; Marine Bargain Center; Marine Digest; Marine Equipment Co., Inc.; Marine Photo Shop; Maritime Shipyards; Mathers Supply Co.; McCarty Marine Service; McChesney Boat Works; McLellan Marine Engine Co.; McCune-Merifield Co.; McGinnis Marine Service; Miller Marine Service;

N. C. Marine; National Supply Engine Corp.; Naud Industries; Nordby Supply Co.; Northlake Marine Works, Inc.; Northwest Instrument Company; Northwest Sailing Craft; Northwym Sailmaking Co., Inc.; Pacific Boat Sales; Pacific Marine Supply; Pacific Motor Boat; Port of Seattle; Prothero Boat Com-

pany; Puget Sound Marina; Radio-telephone Service Co.; Rupert's Seaborn's Leschi Park Boathouse; Seattle Beach & Country Club; Seattle Marine & Fishing Supply Co.; Shain Mfg. Company; Shell Oil Company, Inc.; Shrock, The Compass Adjuster; Sperry Gyroscope Company; Standard Oil Company; Star Machinery Co.; Sunde & d'Evers Co.; Sunset Electric Co.; Glen Sutherland; Twin Disc Clutch Company; Washington Boat Center; Washington Stove Works; Wix Cooler Company; Wolfe's Marine Sales; Arne Vesuja's Yacht Sales & Charters.

Tacoma

Adams Marine Service, Inc.; Hollywood Boat & Motor Co.; Parker Paint Mfg. Co.; Steven Marine; Tacoma Marine Supply Co.; Western Boat Building Co.

Olympia

John E. Lister Marine Service.

Everett—Marysville—Bellingham

Morris, Inc., Everett and Bellingham; Reinell Boat Works, Marysville.

Fort Sutter Yacht Club

The members of the Fort Sutter Yacht Club, Sacramento, are now keeping their boats at the beautiful new yacht harbor they developed 3.7 miles up Steamboat Slough at Hog Island.

The Fort Sutter Yacht Club is planning barbecue pits, picnic tables, mooring facilities for visiting yachtsmen, so that it can reciprocate the fine hospitality its members have received from other yacht clubs in the Bay Area.

Commodore G. H. Shadiner, skipper of the cruiser *Shad*, has extended a cordial invitation to all yachtsmen to enjoy the new harbor of the Fort Sutter Yacht Club.

Shelter for 1000 Boats Planned In New Bellingham Harbor Project

The Corps of Engineers, U. S. Army, have endorsed a new \$1,224,300 new boat harbor for Bellingham, Washington, it has been announced. The recommendations will be sent to Congress early this year. The new project will shelter approximately 1,000 boats. At present there is room for 350.

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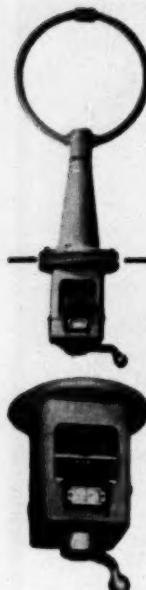
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BUILD A SMALL BOAT

"Commotion"--A 14-foot Outboard

THIS versatile little 14-foot outboard boat is intended for sport fishing, surf board, and water ski towing, camping and for family use. It is sturdily constructed and the published plan shows plank construction with intermediate frames. Plywood can be used and these frames would then be eliminated and longitudinal frames substituted.

Some perhaps may feel that there could have been fewer frames if plywood construction is used. However, the amateur builder is not concerned with mass production nor is he trying to reduce labor to the minimum; he is primarily interested in turning out a good boat, one that will serve him for many years. Some of our almost frameless plywood boats are at best short lived and really not very good boats. This is no reflection on the moulded plywood hull.

Availability of materials is becoming an ever increasing problem and the builder has here a choice of hull materials. However there is some hollow flare forward and if this is to be retained the topsides must be planked. This is one of the disadvantages of plywood, you can't put much compound curve in its shaping. It will be a nice looking boat without the hollow flare and the bottom is developed for plywood. The most attractive result would be a planked hull finished bright or varnished above the paint line. Mahogany planking could be used here and of course a mahogany stem and mahogany plywood transom. The seats and thwart also floor boards and seat risers gunn's and guards could be varnished and also the forward deck. The latter could be of 5/16 or $\frac{3}{8}$ -inch cedar or mahogany and thus finished few boats of its type would be much smarter.

Perhaps the builder should consider the condition under which his boat will be operated in choosing between plywood and planking. Plywood will stand more abuse and will almost eliminate the troublesome drying out and opening of seams where the boat is left in the water for considerable periods. Sides are 5/16-inch and bottom can be 5/16- or $\frac{3}{8}$ -inch plywood.

Transportation is also sometimes a factor and the plywood hull can undoubtedly be made much lighter. There has been no attempt in the

by Ed Monk and Lorne Garden

design to produce an extremely light boat but this can be accomplished by the builder and still result in a strong little boat. Suggestions or specifications for this will be shown in the construction plans. Finished as shown it will weigh about 250 pounds and the light weight version about 215 pounds.

A major problem in cruising and camping with the open outboard is what to do with it at night. Generally they are too heavy to pull up the beach and an ingenious method of anchoring out is resorted to. This is a worry and the lighter version of this little boat can be pulled up on the beach by two men; and for beaching the boat chafing strips have been provided on the bottom.

The builder can alter the seating arrangement. For a camping boat the space under forward deck may be made into a locker. There is also a locker each side under the aft seats.

A smart little outboard should be also a fast little outboard and while no tests have been made of this hull we can gain a fairly accurate estimate from the performance of another and similar model, a 15-foot hull which did 27 mph with a 24 hp outboard and there is no reason why this boat should not do just as well or better. A large motor however, is not necessary for good performance; this boat will perform

well with 10 hp and give satisfactory transportation with half this power.

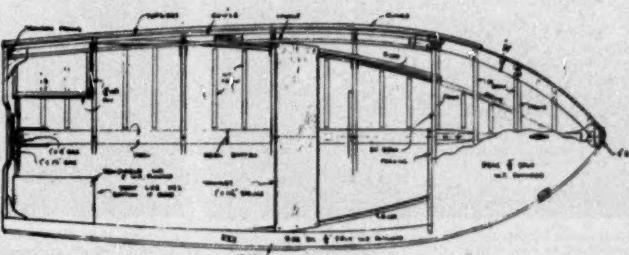
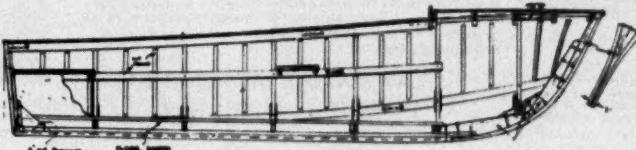
As in all boats large or small and particularly planing hulls weight becomes a very large factor so if you are trying to build speed into the boat it will have to be kept fairly light.

The after bottom lines or buttocks are perfectly straight and it should have a nice running angle. There is also some round to the bottom all the way aft and it will bank nicely and be a good sea boat for its size and type. There is a spray strip or knocker on the chine which will make for dryness and a nicer appearance under way.

Building costs are difficult to estimate, but \$75 should provide all the materials, and with the present comparative cost of Philippine mahogany and soft woods there would be little difference how it was finished. The floor boards and seats should be red cedar or spruce.

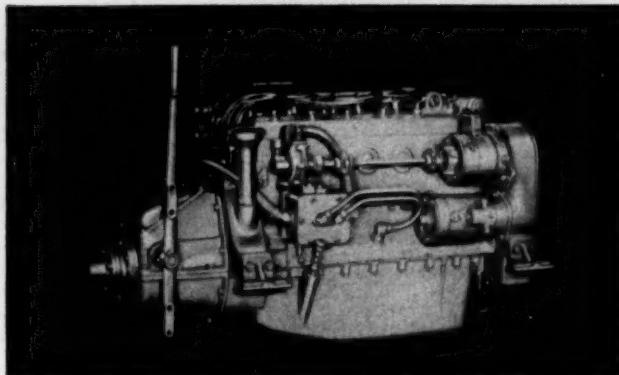
The hull lends itself well to upside down construction. It should be set up on two construction stringers placed on horses at convenient working height.

Plans consist of a lines drawing, inboard profile, construction sections, outboard profile and arrangement plan, a drawing for setting up the boat as previously mentioned, and a lumber order. These plans can be purchased through Pacific Motor Boat for \$4.00 per set.

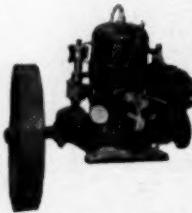


THE GASKET FACE OF A GRAY MARINE MANIFOLD, AS ABOVE, SHOWS THE PATENTED INDIVIDUAL PORTING DESIGN, LICENSED TO GRAY IN THE MARINE FIELD.

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The engine illustrated is EXPRESS SIX-226, popular in the 90-100 hp range. It's typical. Note the low contour, the solid construction, the seat arrangement, and the general evidence of "marine thinking."



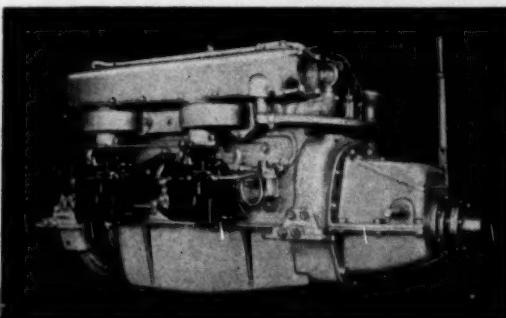
This early Gray, built in 1908, was a two-cycle engine, rated 6 hp at 900 rpm, weight 275 lbs. A replica is in the Ford Museum at Greenfield Village.

When you take ownership of a New Gray Marine Engine, you will receive with it an 88-page typeset instruction manual. This is a new edition, comprehensively illustrated to cover all operating and maintenance details. This valuable book is one of the quality extras you get with a Graymarine engine.

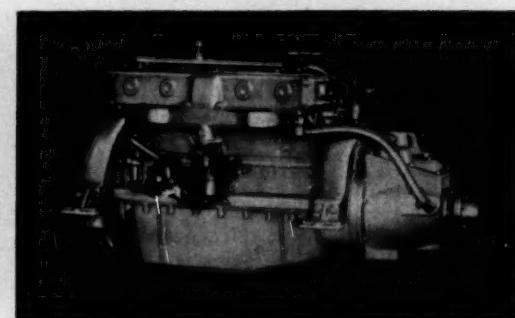
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A 16-Foot Knockabout by Dole

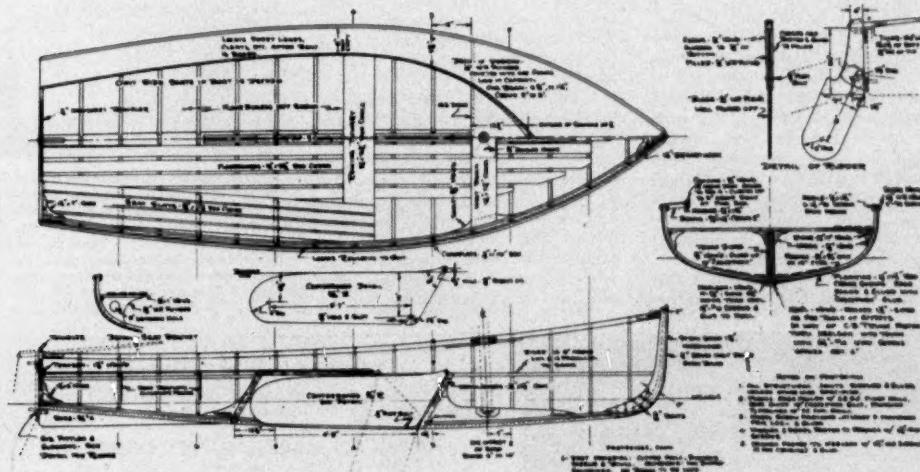
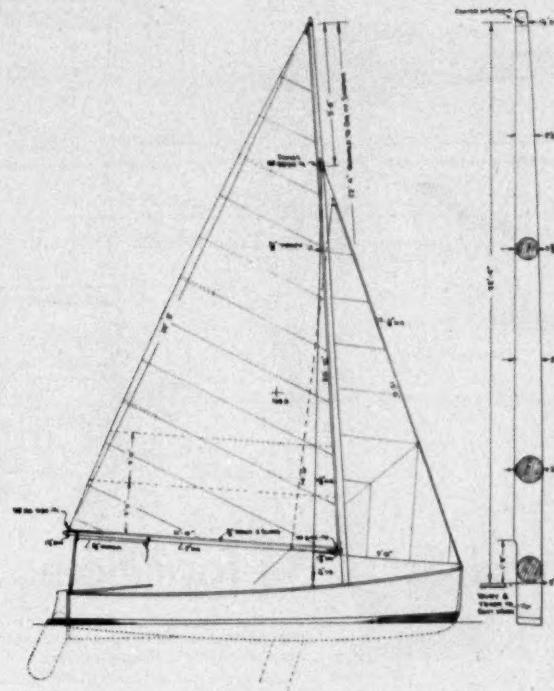
A KNOCKABOUT sailboat for general day sailing has been designed by W. H. Dole, Olympia, Washington, naval architect, for Jay Becker, a junior member of the Olympia Yacht Club. The accompanying plans show a simple, light craft having good possibilities for speed. Dimensions are 16 feet overall by 6 feet beam.

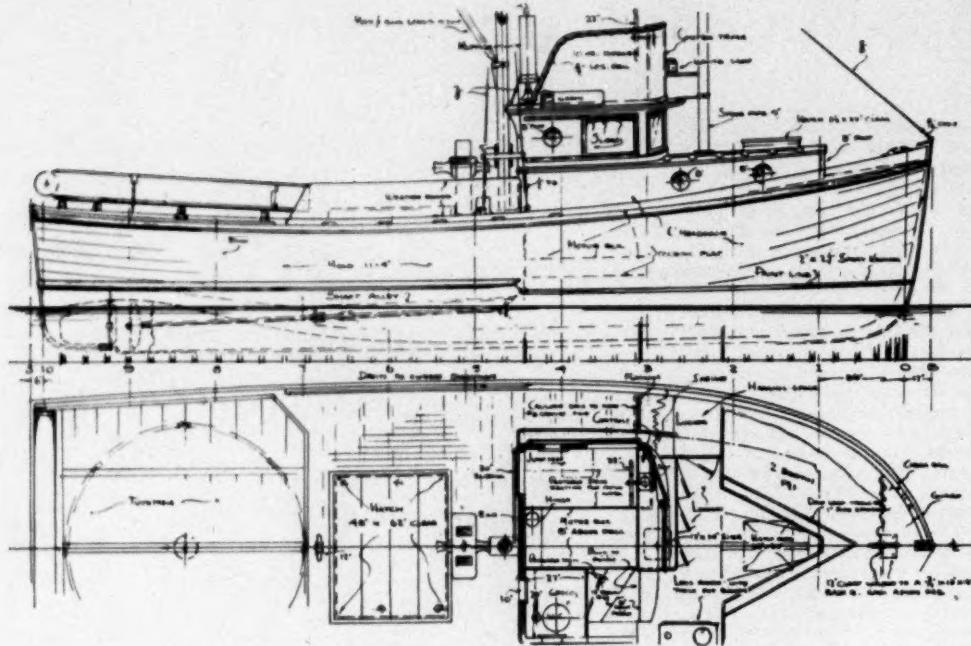
She will probably be built as an open boat, but a partial deck could be added as shown on the construction plan. This would be better for choppy water use as it would make it more difficult to swamp her. Buoyancy tanks are not contemplated, but could easily be incorporated if desired. The rudder is of the pivoted type to make it possible to beach her without unshipping it.

The construction is simple and fairly light. She's to be strip-planked with red cedar, edge nailed and glued with waterproof Cascophen resorcinol resin adhesive. Frames are of oak, $\frac{3}{4}$ inches square, rather widely spaced. Centerline timbering is hardwood of modest scantling. The centerboard is of the dinghy type and is readily removable with the boat in the water.

The specifications call for extensive use of waterproof glue. All structural joints are glued and screwed unless otherwise specified.

The designer is a sail boat owner and is well known for his salty, practical sail boat designs.





Tunnel Stern 34-foot Seine Boat

SINCE power boats may be allowed to fish in Bristol Bay, Alaska, this year, fishermen will find much of interest in this 34 by 12 foot tunnel stern seine boat. It has only 17 inches draft and is a type of tunnel adaptable to the shallow waters of Bristol Bay. The boat was designed by William Garden, Seattle naval architect, for Dave Buvick, and is building at Almos Yard, Port Orchard, Washington.

Thirty-four boats with this tunnel have been built during the past year to William Garden's design. During the past two years these tunnels have found acceptance among the fishermen of Cook Inlet, Alaska. Many of these are under the 32 foot limit which is expected to be imposed in Bristol Bay.

The smallest of the boats of this series is a 23 by 8½ foot vessel for

the Moss Brothers, and the largest is the 34-footer, shown here.

Steering and propulsion difficulties are said by the designer to have been overcome with this tunnel form. These boats are noteworthy that they will steer in either direction while backing down, a trait not possessed by many power boats. The tunnel is necessitated by the fishing grounds in shallow Alaskan waters.

A number of the boats built were for large Alaska fish packers, and the rest for private fishermen. The Buvick boat was not designed to the 32-foot limit. Since she'll also fish in South Alaska, it was felt that the additional length would be worthwhile. This boat also has a turntable and a typical seine boat deck, while the others all have open cockpits with a net flat aft.

Typical arrangements are as shown with the galley in wheel house and four bunks in the foc'sle. Power will be a Chrysler Royal with 2-to-1 reduction gear with a 21-inch diameter propeller.



Two of Orange County Harbor District's patrol boats were recently re-powered with Chrysler Crown engines. The first boat is at left, and patrol boat No. 2 at right. Russell Craig is harbormaster for the Newport Beach waterways. The engines were installed by the Bootswain's Locker, Orange County distributors for Chrysler engines.



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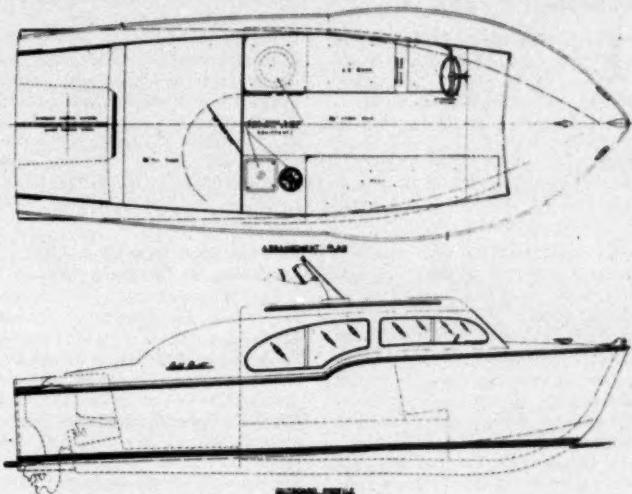
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OUTBOARD CRUISERS HAVE ENCLOSED WELLS

PLANS for two new models of 19-foot outboard cruisers with enclosed outboard motor wells have been revealed by Ladd Built Boats of Stockton, California. These models will be added to their line of outboard cruisers and will replace the earlier model "19."

The outboard motor can be installed in a completely enclosed well with hinged hatches covering the motor. The front of the motor is accessible through a hinged drop panel for starting purposes and adjustments. This arrangement provides soundproofing and protection from flying spray. The well may be padlocked against theft so that the motor may be left on board. The transom is cut out so as to allow the motor to swing up if it strikes anything or for beaching purposes. The space on either side of the motor well allows for the storage of a separate gas tank on one side and a live-bait tank on the other side. The cockpit floor on both models is above the waterline and is provided with a drain overboard.

The new "19" will have 36 inches freeboard forward, 27 inches freeboard aft with a 7 foot beam. It will be available with two basic cabin styles—the sport fisherman and the sedan cruiser. Both models will have 60 inches headroom under the cabin top. The sport fisherman has the steering and motor controls on the outside of the cabin bulkhead and two full-length bunks inside the cabin with additional space for a head, sink, stove and icebox. The



profile and arrangement plan of the cruiser is shown on this page.

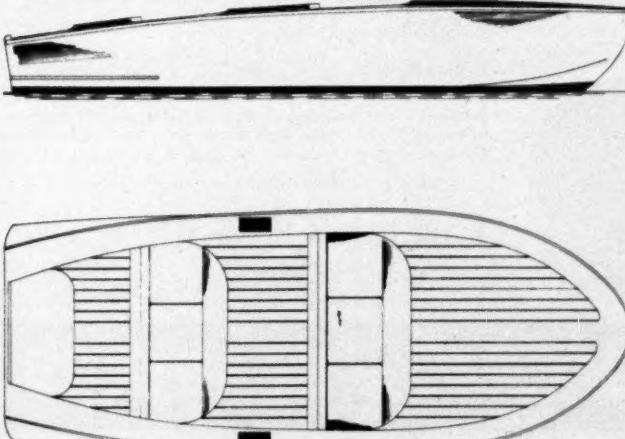
The sedan cruiser has two full-length bunks. A removable backrest on one bunk allows use as a steering seat. Either a chemical or marine toilet may be installed under the bunk-top, if desired. On the starboard side there is a raised platform which provides space for a small kerosene or alcohol stove and sink.

These hulls, like the rest of the Ladd-Built Cruiser line, will be built of $\frac{3}{8}$ -inch 5-ply Douglas Fir Marine Plywood in full-length panels. They will be longitudinally

stiffened with fir stringers. The chine logs and sheer clamps are oak, the keel fir and the stem laminated fir. The hulls are assembled with brass screws and Weldwood glue.

The firm will continue to build the 15- and 17-foot hulls in the cabin cruiser or open runabout models. All models will be available for in-board power. Any model is available partly complete, complete but unpainted or completely finished and ready to go. Within a short time Ladd Built Boats expect to announce the availability of the "17" and "19" in complete kit form for home completion.

FORTY MPH WITH 15-FOOT OUTBOARD RUNABOUT



This 15x5-feet, $7\frac{1}{2}$ -inch outboard runabout was designed for Wayne Braden of Kelowna, B.C., by John Brandlmayr. She is intended as a fast and durable boat suitable for outboards of 10 hp. and larger. The design is based on a previous boat whose attractive hull lines have been widely admired.

The underbody is designed for speeds up to 40 mph, and more with some tuning. Plans show both a conventional V-bottom and an alternative V-bottom with non-trip chines for potentially better speed and turning characteristics. This design is suggested as a basic form offering the opportunity for experimentation to best adapt the hull to its engine and operating requirements.

Race to Ensenada Scheduled May 3

THE NEWPORT-to-Ensenada race, sponsored by the Newport Ocean Sailing Association, one of the world's greatest blue-water events, is scheduled for its fourth annual renewal, starting Thursday, May 3. Cliff Chapman, general committee chairman, estimates there will be at least 150 yachts taking part this year.

Chapman, who has been president and sparkplug of the race since its inception, retired as president of NOSA in favor of Harry G. McKinney, Jr., and took over the job of general chairman.

Last year the race drew 135 entries and had the exceptional number of 133 starters, most of whom finished in ideal sailing weather. The Mexican resort town of Ensenada, 140 miles from Newport, will again make this the big social event of the year.

Chairman Chapman expects all winners of the eight perpetual trophies, in the two classes, ORR and Arbitrary, to defend them. A new perpetual trophy, given by NOSA,

is to be added to the awards of the Presidents of the U. S. and Mexico; Governors' cups from California and Lower California, and others.

The U. S. Navy is expected to defend its Arbitrary title, which it won last year with the *Saluda*. Heber Erickson's K-38, *Scandia*, will be in there, trying to retain possession of the President of Mexico trophy as the overall winner. Her corrected time was 18:24:4. In addition to the perpetual trophies there will be 20 take-home awards.

Reathel Bush Named A.P.B.A. Chairman in Southern Calif.

New officers of Region 12, American Power Boat Assn. (Southern California) for 1951 are: Reathel Bush, owner of the inboard *Scamper*, chairman; Marvin Boettger, commodore of the Los Angeles Speedboat Club (outboards), first vice chairman; William Collins, newly elected commodore of the Southern California Speedboat Association (inboards), second vice chairman; Bill O'Brien of Santa Barbara (outboard owner), secretary-treasurer.

Reathel Bush, who has sold *Scamper*, won the *Pacific Motor Boat* magazine trophy in 1948. In



Reathel Bush, Ontario, California, is chairman of Region 12, American Power Boat Association.—Ruskauff photo.

1950 he won the Williams, John Calahn and Salton Sea Perpetual trophies.

Bremerton Yacht Club

Perry Thompson was recently installed as commodore of the Bremerton Yacht Club, Bremerton, Washington. Vice commodore is Sammy Kahn; rear commodore, Harry Gundlach; secretary, Howard Huston; and treasurer, Andy Yuhi.

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Among the Bread-Earners

with Scuttle Butt Pete

On B.C.'s Salt Chuck

The tug *Richard M. Strong*, built by the U. S. government during the last war and run aground and abandoned in September, 1949, will soon be operating in British Columbia waters as a unit in the Island Tug & Barge Co. fleet. The wreck was purchased by a syndicate of which Island Tug & Barge Co. was a member and the salvage job was successful....

British Columbia's minister of labor—John Cates—is still a towboat man at heart and always prepared to maintain the towboating tradition of the Cates family, currently well upheld by brothers Charlie and Jim, of C. H. Cates & Sons' fleet in Vancouver harbor. During the Christmas season members of the Cates clan were enjoying their holiday dinner when a call came to the effect that a freighter entering Vancouver Harbor had become disabled and that the one tug assigned to her wasn't adequate. Within a few minutes the powerful tug *Charles H. Cates IX* was heading for the ship at top speed, with Labor Minister John Cates at the wheel, although it was his first turn at sea duty in years. The mate, incidentally, was brother Charles and the chief engineer Uncle Henry Cates. Brother Jim couldn't get in the act because he was out in the harbor on another job....

President of Vancouver Merchant Exchange this year is also a towboat man—J. A. Lindsay, manager of Vancouver Tug Boat Co. H. W. Cameron was re-elected as secretary-manager, with W. A. Sankey treasurer....

A new all-steel welded harbor tug, built by John Manly, Ltd., of New Westminster, B.C., has been commissioned by Northern Pulpwood, Ltd., at Ocean Falls. Designer of the tug was H. C. Hanson, Seattle naval architect.

Dimensions of the new vessel, *Betty J. II*, are: Length 38 feet, beam 12 feet, draft 6½ feet, gross weight 14.43 tons. The power plant consists of a 6-cylinder, 2-cycle, 240-hp. General Motors Series 110 diesel engine with 3-to-1 hydraulically operated run and reverse reduction unit.

Equipment includes a 3-inch centrifugal fire pump driven off the main engine, discharging through a monitor or hose outlet on deck. This pump is rated at 250 gallons per minute with 85 pounds pressure at the pump output....

The big tug, *Mogul*, will shortly be seen shuttling between Puget Sound and British Columbia ports of Harmac, B.C., and Watson Island, B.C. She is part of the new tug and barge service for bulk commodities inaugurated by the Griffiths Steamship Company, Ltd., Vancouver, B.C.

Also in the service is the *Grifco*, a former LST pressed into service as a barge. She has six individual cargo tanks. A sister barge, *Griffson*, is now carrying logs on the B.C. coast.

The *Mogul* is the former ATR type steam tug, *Logmac*. She was recently converted from steam to diesel at the B.C. Engineers and Shipbuilders Company, Vancouver, B.C. She is 157 feet long, beam 33 feet,

draft 16 feet. She is powered with a 1600 hp. Fairbanks-Morse 10-cylinder opposed piston diesel with 2½-to-1 reduction gear. She is equipped with radar, Sperry steering, gyro compass, and radiotelephone....

Captain James Macdonell, operator of the *Jervis Express*, and a crew of ten men flew to Pensacola, Florida, in January to take delivery of the powerful ocean-going tug, *Ernest F. Ladd*, formerly U. S. Navy. The vessel will tow logs for the Vancouver firm of Young & Gore Tug-boat Co.

The newly acquired vessel brings the Young & Gore fleet to four units. It will be given a new name as soon as Ottawa approves the change and another master will be assigned to it for its regular duty.

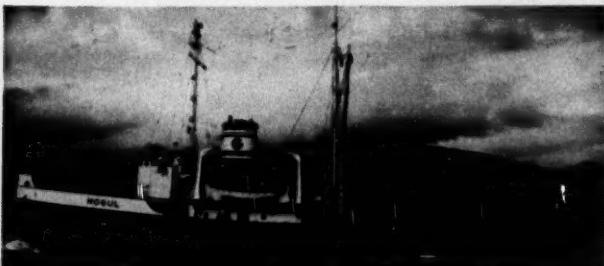
Ernest F. Ladd is 126 feet in length, 28 feet beam, and is powered by a 1200 hp. Superior diesel engine.

Around Puget Sound

A new Piling Busters story contest has been announced by Tacoma's baloney entrepreneur, Jack Shipley. Competition this year is open to the tug boats, freight boats, and ferry boat crews, and yachtsmen. A new shoreside division has also been created.

No date has been announced for the big party that will wind up the contest. Last year's party was a real whizzer and provided a fine time for the tug boat men and yachtsmen who attended. Further information can be obtained from Shipley, care of the *Silver Spray*, Tacoma Yacht Club, or tuning in on Marian Galligan, *Louise II*, almost any night.

On January 24 the Puget Sound Navigation Company took over all Harper-Vashon-Fauntleroy ferry operations after Washington's gov-



The *Mogul* (left), a powerful diesel tug, will tow bulk chemicals and commodities between Puget Sound and B.C. At right is the new tug *Betty J. II*. She will have a high frequency FM ship-to-shore telephone.



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ernor, Arthur B. Langlie, negotiated a truce between the ferry company and the Vashon Ferry District. Almost three years have passed since the embattled natives of Vashon Island warned away the Black Ball ferries with a show of force—pitchforks and shotguns.

During the interim the *Lincoln*, *City of Tacoma*, *Croslin*, and *Leshi* were operated on the Vashon-Fauntleroy run. Expensive repairs on several of the vessels threatened to bankrupt the local district, and the governor persuaded the Black Ball line to operate the run until May 31, when the state takes over the Puget Sound Navigation Company.

The ferries *Kehloken*, taken from the Seattle-Bainbridge run, and the *Klahanie*, a sister ship, will serve Vashon Island. The *Chippewa* is being brought out from retirement to replace the *Kehloken* on the Bainbridge run.

Meanwhile the Puget Sound Navigation Company is making ready to extend its new service in British Columbia waters . . .

Five tugs of the Seattle Port of Embarkation will replace its retiring fireboat, the *T-67*. The tugs will be fitted with fire fighting apparatus. They are the *LT-394*, *LT-1928*, *ST-860*, *ST-879*, and the Lieut. Col. Albert H. Barkley. The *ST-890* is being similarly equipped and sent to the Beaver Ammunition Storage Point at Clatskanie, Oregon. . . .

A bad wind and an adverse tide didn't hamper the three Foss tugs and the Puget Sound Power & Light Company from laying the new three-mile-long cable from Des Moines to Vashon Island. Paul Pearson from the Seattle Foss office was in command of the motorless cable ship, *Puget Power*. The job of lowering the three-inch diameter power cable into the ooze of the deep bosom of Puget Sound was started at 10 a.m., finished at 4 p.m. The tugs *Anna Foss* under Capt. Lefty Howden, the *Foss 18* with Capt. Wally Keezer, and the *Foss 11* nursed the cable ship across the Sound as she spun her web.

Capt. John T. Bennett is commander of Grays Harbor's newest tug, the *A. G. Hubble*, said to be the first new tug to be built there in many years. The tug is named after the late Alonzo Hubble, one of the brothers who started the business back in 1909.

The tug was designed by Frank Hubble, a partner in the company, and the late Rasmus Eastwold. Builder was the Eastwold Shipbuild-



The *A. G. Hubble* is a new, powerful tug for Grays Harbor.—Ray Krenz photo.

ing Company, Aberdeen, Washington.

The new wooden tug is 55 feet long, 16 feet beam, and 6½ feet draft. She is powered by a new Buda 8-DCMR-2505 diesel, developing 240 hp. at 900 rpm., driving a Coolidge 54x24-inch propeller through a Western Gear model 72 2-to-1 reduction. She also has a Buda 3-kw., 32-volt diesel generator, and a Northern 40-watt radio-telephone.

Allman-Hubble now has nine tugs towing logs and barges in Grays Harbor. They are the *Advance*, which was built in 1907 and joined the company in 1912, the *Arrow V*, *Daring*, *Deck Boy*, *Hubble VI*, *Ranger*, *Sunbury*, and the *Watson II*.

Columbia River Driftwood

Wilbur J. Smith of Rainier has added 400 tons capacity to a 110x34-foot steel barge by splitting the scow in two and adding a 16-foot center section. He will use it for transporting logs and lumber along the Oregon coast. The rebuilding job was done by Albina Engine Works of Portland. . . .

Launched in January at the Albina yard was the 87-foot diesel fireboat, *Abner T. Longley*, for service in Honolulu harbor. The boat will be completed in February and shipped by steamer to the Hawaiian Islands.

Southern California Chatter

August Hansen, who is building a new cutter for Russell Craig, Newport Beach harbormaster, recalls that he learned English by translating copies of Pacific Motor Boat, way back in 1909, with the help of a Danish-American dictionary. Boatbuilder Hansen at that time lived in Tacoma, moving to Newport Beach later, where he has built many a

fishing boat and pleasure craft . . . Jim Weldon, formerly with the Kelvin-White Company, is now on his own, adjusting compasses and making instrument repairs out of his Long Beach headquarters . . . John Oliegreen, 70, has retired as San Pedro port pilot, after 26 years and 7 months in that position, the last 8 years as senior pilot. The veteran pilot, born in Kristiansand, Norway, plans to take it easy for awhile. He first went to sea as a lad of 14 and served in sail and steam and got his first master's license in Norway. He's a member of the Bilge Club and the Propeller Club . . . The Red Stack tug *Relief*, after a brush with the *Benevolence*, had her propeller repaired by the Lambie Propeller Co., Wilmington. . . . H. J. Keizer, West Coast representative for Lister-Blackstone engines, was on hand at Terminal Island for the installation of the new Lister-Blackstone propulsion unit in the *Alaska Queen*, tugboat operated by the Alaska Tug and Barge Co., Long Beach. . . . Capt. J. A. Jacobsen, chief of port pilots at Long Beach, brought the new luxury liner, built in England, the *Caronia*, into Long Beach harbor without the aid of a tug (the crews of Long Beach and Los Angeles harbor tugs are currently on strike). Capt. Jacobsen was recently granted a higher percentage of the general collections for piloting—his share is now 82½ per cent.

In San Francisco Bay

From J. R. Bundesen of the Delta Dredging Company, Pittsburg, California, comes a bit of drift regarding the whereabouts of the old tug, *Tillamook*. She was built in Seattle in 1914 and has been recently tied up at Pittsburg after being retired from the Mare Island Navy Yard. She is 115 L.O.A., and her 800 hp. steam plant is still in good condition, Bundesen reports.

It sure pays to know the "ROPES"



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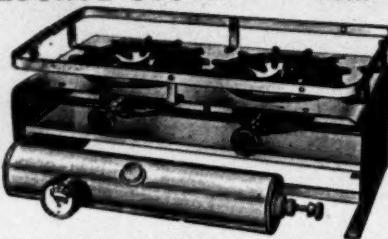


Fig. 347 Standard Model—A new lower priced model using same well known all bronze "PERKO" alcohol burners. Small compact but plenty of room for necessary cooking utensils.

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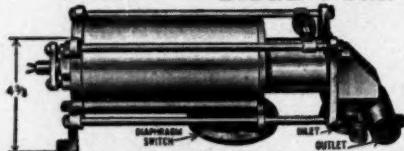


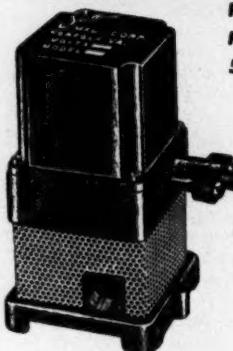
Fig. 348 Will operate completely submerged. Water cannot enter motor housing. Only 4½" high for limited spaces. Tested for over 6 months with excellent results. WRITE FOR DESCRIPTIVE LITERATURE

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Operates on 40 watts. Does not have to be fastened down—will not tip over. VAPOR PROOF—will not cause explosion under most hazardous condition. All bronze construction with heavy gauge screen surface—mechanically simplified for trouble-free operation. Complete with 5 ft. oil-proof, grease-proof neoprene-covered electric cable.

SPECIFICATIONS

| Height | .8 inches <th>Model</th> <th>Volt</th> <th>Amps</th> <th>Ps. cu. in.</th> | Model | Volt | Amps | Ps. cu. in. |
|-------------|---|----------|-------|------|-------------|
| Base Size | 4¾ x 4¾ inches | PSM-6 | 12 | 3.4 | 42.50 |
| Outlet Size | ½-in. pipe thread | PSM-12 | 12 | 3.4 | 31.50 |
| Screen Area | 45 square in. | PSM-32 | 32 | 1.2 | 34.00 |
| Weight | 10¾ pounds | PSM-110D | 110DC | .33 | 37.00 |

WRITE FOR LITERATURE

Sutton Manufacturing Corp.
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A Beachcomber's Tug for Western Vancouver Island

A BEACHCOMBER'S towboat—just the thing for short-haul owing and boom work—has been created for operation off the west coast of Vancouver Island. It represents the ideas of the owner, W. H. Arnett, and Bert Benson of A. C. Benson Shipyards, Vancouver, and in its few months of service it has demonstrated genuine efficiency with economy.

Dimensions are 32 feet in length, 11 feet beam and 38 inches draft, with an all-welded steel hull, using 3/16-inch plate.

The boat is different in many ways, but the most unique feature is probably the protective apparatus built below the rudder and wheel extending from stern to a section of the hull about the center of the vessel. This framework of ductile cast iron is held in place partly by two struts built into the stern bottom. The main purpose of this framework is to prevent rocks, boom sticks and other obstructions from fouling the wheel and rudder and avoiding other hazards of shallow water operation, but the existence of this structure also enables the vessel to stand erect should it be beached or even when on the ways for repairs.

Such an arrangement would, of course, be of negligible advantage in ordinary harbor towing where the vessel draws five or six feet of water, or more, but Arnett's craft was designed for beachcombing and odd jobs in shallow water, and for that it's been close to ideal.

The unusually sturdy construction throughout is another special factor in the vessel's all-round utility. The hull is divided into four separate water-tight compartments, and this is probably one of the first steel boats of this size to be insulated with

The steel deck of this tug is almost flush with the water when the fuel tanks are full.—Jack Cash photos.

Fiberglas and perforated hardboard with a view to sound-proofing the interior.

Towing bits located astern of the winch consist of eight-inch pipe reinforced through to the bottom of the hull by a channel iron. Forward of the engine room the hull is double-bottomed and the nose has double thickness, too.

Power is provided by a 180 hp. GM diesel. There is accommodation for 1000 gallons of fuel, an unusually large volume for a craft of such limited size, 700 gallon capacity being in the main tank located amidships and 300 gallons in a tank at the bow.

The wheelhouse is located well forward and has ample space to sleep one person, while there are two bunks also in the fo'c'sle.

Unusual is the fact that the stern deck has only six inches of freeboard. This scanty freeboard is of advantage to the crew by enabling hands to work on the deck practically at water level. And in heavy seas no difficulty is experienced, either. A few weeks ago the vessel bucked a 35-gale off the coast and rode the seas comfortably without shipping water. A three-inch rail runs around the checkerplate steel deck, not to keep out the seas but to prevent pearly and other tools of the trade from rolling overboard. Along the hull, extending sternward from the bow and above the waterline is a series of reinforcing guard rails.

Arnett had the welding done at a Vancouver welding plant, but did a

good deal of the actual welding himself.

At present, the boat is under charter to McQuillan Logging Co., which operates in the Tofino-Ucluelet region.

Arnett has plans for building another steel boat of a radically different type during the coming spring. It will be 25 feet long with a 9-foot beam, and it will be used as a business cruiser to operate up and down the West Coast as far north as the Queen Charlottes.

With a gasoline engine, Arnett hopes to be able to attain a speed of 35 knots. Thornton Grenfell is drawing the plans for this boat, on which construction was to start in January.

Also in Arnett's program is a shallow draft steel gillnetter which is expected to do some pioneering in its own way.

New Stephens Cruisers Sold To California Yachtsmen

A number of new Stephens cruisers have been purchased in California in the last few weeks. Russell Papaenhausen, Sausalito, has taken delivery of a new 30-foot flying bridge sport cruiser, powered with Chrysler Crowns. A new 46-footer has been purchased by A. M. Beaver of Los Angeles. Another new 46-footer, *Dee Jay IV*, powered with two 170 hp Scripps engines, is owned by Henry DeJarnet, Fresno.

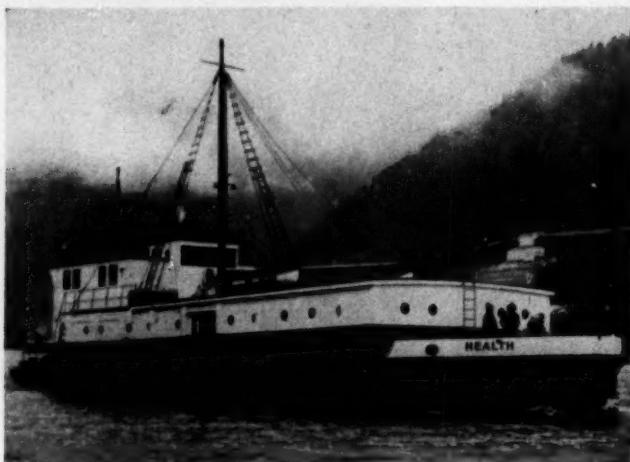
Bert Orchard, Santa Barbara, and Herbert Luhne, San Francisco, have taken delivery of new 34-foot Stephens express cruisers. Power is twin Chrysler Crowns.



W. H. Arnett demonstrates the unusual protective structure in his workboat to prevent drift logs and rocks from damaging the wheel.



M. V. "Health" Holds Clinics In Northern Alaskan Waters



The 105-foot power barge *Health*.

WITH winter on her heels, the M. V. *Health*, Alaska Department of Health self-propelled barge, arrived in Juneau, December 24, after spending 18 months giving medical care to coastal villages in Bering Sea and Aleutian Islands areas.

The floating health center docked in Juneau for the first time since she sailed from there on June 12, 1949 on her maiden voyage as a health ship for isolated northern coastal communities. The health department barge operated in the Kodiak area from February until June this year. Working her way north along the Aleutian Islands, Bristol Bay, Norton Sound and Bering Sea coast lines, the *Health* arrived at Point Hope in August. After holding clinics in these areas, the vessel headed south to work back through the communities along the coastlines that had been by-passed on the northbound voyage.

Savoonga and Gambel on St. Lawrence Island were on the itinerary this year. While in this vicinity, the barge's staff and crew viewed the Siberian hills while listening to radio reports of the first weeks of war in Korea. From St. Lawrence Island the voyage continued to Little Diomede Island.

About 20 miles west of Cape Spencer, a reduction gear bearing on one of the two motors burned out. The bearing is to be replaced before the *Health* continues to Seattle for a complete overhaul.

by Preston Sandbo

The 105-foot self-propelled barge has draft of about seven feet and a gross tonnage of 273 tons. An ex-army craft, it saw duty in Alaskan waters during World War II. The *Health* is propelled by two 135-hp. Caterpillar diesel engines. It has two generator plants—one 75-kw. 240-volt and one a Lister-Blackstone 5-kw. 110-volt. Her fuel capacity is 17,000 gallons; water, 36,000 gallons. The barge is also equipped with a two-way 65-watt Northern radiotelephone.

National Supply Consolidates Sales, Service

The National Supply Company's Engine Division has completed a consolidation of its sales and service facilities with those of the Atlas Imperial Diesel Engine Company, according to F. H. Kilberry, Engine Division general manager. The purchase of the assets of the Atlas Engine Company by the National Supply was consummated July 24, 1950.

As announced by Mr. Kilberry, this consolidation now enables the company to offer extensive sales and service facilities on National's Atlas and Superior diesel, gas, dual-fuel and Chrysler marine gasoline engines. Various sales branch offices have been established and are located so as to provide the best possible service.

The Terminal Island, California,

branch, which offers complete machine shop, sales and service facilities, is managed by J. A. Flynn, branch manager. This office is located at 1048 South Seaside Avenue and is also headquarters for W. M. Griffith, special representative.

At San Diego, California, all sales and service is managed by J. R. Watson. This office is located at 1745 Pacific Highway.

The Oakland, California, branch office at 2510 Grove Street will function as a central West Coast parts warehouse under the direction of David Ury. J. H. Czock, special representative, also operates from this office.

A. C. Fries, branch manager, directs the Portland, Oregon, sales and service branch located at 237 S.E. Union Avenue. Also operating from this office is C. H. Caudy, sales engineer.

All sales and service facilities at Astoria, Oregon, are under the jurisdiction of E. F. Olson. The branch office is located at 131 Seventh Street.

The Seattle, Washington, sales and service branch, located at Salmon Bay Terminal, is under the direction of F. G. Hudson. Chrysler marine engine sales in Seattle will be conducted through L. K. Zankich and W. A. Russell.

At Vancouver, B.C., the sales and service branch at 1859 West Georgia Street is managed by J. C. Alger. D. C. Y. Simpson, sales engineer, also operates from this office.

R. W. Strong directs the Ketchikan, Alaska, sales and service branch with headquarters at 900 Water Street.

Stephens to Build 50-foot Cruiser

Jerry Moss, San Francisco power cruiser enthusiast, has commissioned Stephens Bros., Inc., Stockton, California, to build a 50-foot custom cruiser. The craft will sleep eight. She will be of the flying bridge type, with dual controls. Power will be two Chrysler Majestics. The boat will be cedar planked, Everdur fastened, and shafts will be of Monel.

Bellingham Yard Busy

A new 65-foot diesel cruiser is now under construction at the Bellingham Shipyards Company, Bellingham, Washington. The craft, being built for a Northwest lumberman, will cost an estimated \$75,000. The design by Edwin Monk & Lorne Garden will have a number of unique features for heavy weather cruising.

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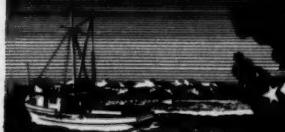
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Columbian PROPELLERS

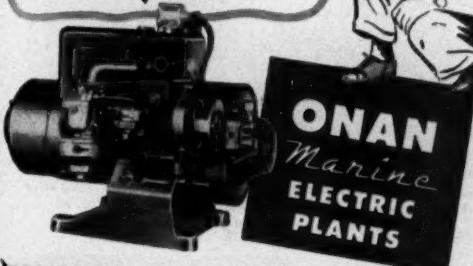
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| 6-130* | 130 | 3200 | 320 | 1,252.00 |
| 6-145* | 145 | 3200 | 339 | 1,457.00 |
| 6-158* | 158 | 3400 | 339 | 1,500.00 |

DIESELS

| | | | | |
|---------------------------------|-----|------|-----|-------------|
| 4-166 Coast Guard Life Saver | 50 | 3000 | 166 | \$ 2,722.00 |
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Hydraulic reverse gears optional—extra.
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Boatbuilding Booms in British Columbia

BRITISH Columbia's shipyards, which made an important contribution to Canada's naval shipbuilding program during World War II, are now sharing in orders for escort vessels and other defense craft representing a total cost of more than \$20,000,000.

The Canadian government is committed to a policy of keeping the nation's shipyards busy so as to maintain the effective nucleus of a shipbuilding industry should the critical situation overseas lead to large-scale construction again.

The orders so far placed in British Columbia—and others are to follow shortly—have gone to Burrard Dry Dock at North Vancouver; Yarrows, Ltd., at Esquimalt, and Victoria Machinery Depot at Victoria. The Yarrows yard is operated as a subsidiary of Burrard, the personal interest of the Yarrow family having been sold more than a year ago to the premier west coast shipbuilding concern, now headed by Clarence Wallace, serving his first term as lieutenant-governor of the province.

Burrard Dry Dock is building two escort vessels and a trawler-type gate vessel. Victoria Machinery Depot is building a gate vessel and two minesweepers, and Yarrows one minesweeper.

The gate vessels are to be used in harbor protection and submarine service work. Cost of the escort ships is approximately \$8,000,000, so they account for most of the expenditure so far authorized. The minesweepers cost about \$1,000,000 and the gate vessels \$500,000 each.

The escort vessels, under normal conditions, will not be completed until 1952. Similar naval craft are being built in eastern Canadian yards.

British Columbia boatyards and engine distributors supplying units for the smaller type of commercial craft are experiencing the biggest boom in their history. The stimulus came suddenly, first becoming noticeable during the last two months of 1950.

The reports of the engine distributors are in marked contrast to what they were a year ago, when conditions were extremely slack.

"I've never seen anything like it before," one major distributor said. "A year ago we averaged about eight sales to the month. During the past 30 days we've sold 130 engines."

Several factors are responsible for the unparalleled activity in the boatyards.

1. Return of Japanese fishermen to the industry in British Columbia in fairly large numbers for the first time since the outbreak of World War II.

2. Desire of many boat owners to make replacements now that materials and equipment are in comparatively good supply.

3. Recognition that commercial fishing, in spite of all its hazards, is a profitable business especially when first-class boats, engines and gear are used.

4. Fear that with political conditions uncertain overseas it may be increasingly difficult to get deliveries later this year.

Several interesting new developments have accompanied the present boom in boatbuilding. In one yard, for instance, V-bottom gillnetters of streamline design are being built. In another, mahogany is being used for planking instead of cedar. Why? Because, astonishing as it may seem, mahogany is obtainable in British Columbia today at a price substantially less than cedar!

The larger British Columbia fish packing companies which operate their own fleets and also supply a considerable number of boats to individual fishermen, have contracted for the building of nearly 100 vessels, mostly gillnetters, but B.C. Packers has called for tenders on four 65-foot seiners. Canadian Fishing Co. and Nelson Bros. Fisheries have been the other two important factors among the larger organizations.

Boats being built at Sterling Shipyards will be varnished and left in "natural" finish, just as you might expect to see on a tycoon's pleasure cruiser. They were designed by Ole Ulstein, son of Hans Ulstein, superintendent. They are 32 feet long, 9 feet beam, accommodation for a crew of two. They will be nicely finished inside, with pumps, water tanks and gas stoves. All the Sterling gillnetters will be powered by 83-hp Nordberg engines.

Twenty vessels representing an investment of some \$130,000 will be built at Sterling Shipyards on an assembly line basis, the last launching to take place by June 1. To Canadian Fishing Company account this yard has also laid the keel of a 65-foot seiner, but it will be of conventional construction—without mahogany.

Japanese boatbuilders are exceptionally busy again, with yards as far north as the Skeena, along Vancou-

ver's north shore and at Steveston. Biggest of the Japanese yards is Matsumoto & Sons at Deep Cove, across Burrard Inlet from Vancouver.

Boat Week at Bryant's Marina

Bryant's Marina opens its doors to boat lovers of the Northwest during Boat Week, February 24 through March 4. The huge marine establishment on Seattle's Portage Bay will be open from 9 a.m. to 9 p.m.

Featured during this period will be the display for the first time the triple-screwed 50-foot Chris-Craft Catalina Cruiser. Twelve other Chris-Craft models will be on display.

The complete line of Evinrude outboard motors will be seen.

For the small craft lover, Burchcraft, Reinell, Morris, Larson Water Craft, Penn Yan boats and Grumman canoes will be featured. The floor will also have displays of Arnoft, Chris-Craft and Kermath marine engines.

Of interest will be the Standard Oil Company display of the "nautical link trainer," which has been featured for several years at the annual Seattle Boat Show.

Bryant's Marina will also have available for water demonstration the latest in boats. In addition, tours through the plant will be possible—at least seven boats will be under actual construction.

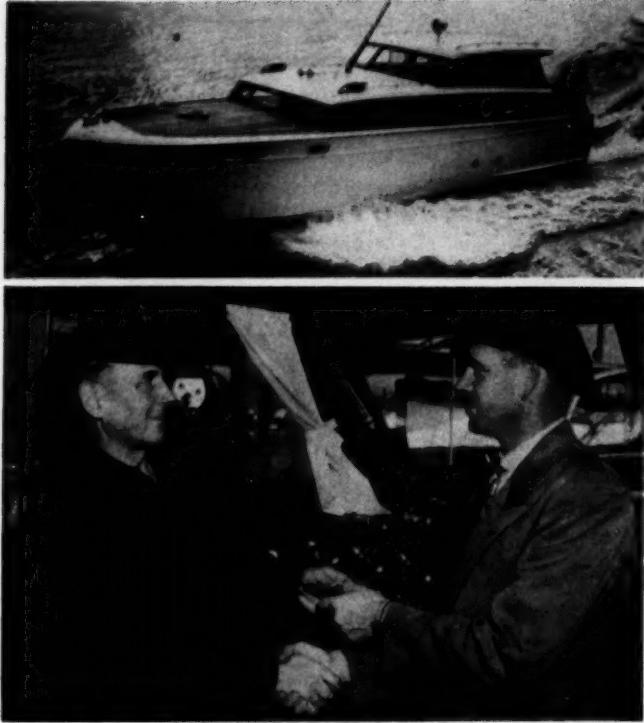
How to Identify Boats— Use the PMB Handbook

A handy use of *Pacific Motor Boat Handbook* is the quick identification of pleasure boats and their owners. This is made possible through the yacht club listings, only one of the many interesting departments in *Pacific Motor Boat*.

Every major yacht club in the Western states is listed in the Handbook. All boats are listed alphabetically, together with their owners. Another section shows the yacht club flags in true colors.

Thus, the cruising yachtsmen, meeting another boat and observing the name of the boat and the club pennant, can quickly identify both the yacht club and the boat owner's name. This is a good way to renew old friendships.

Yacht club listings are now being solicited for the 1951 Handbook. March 1 has been given as the deadline for revision of old listings, and it is hoped that all club secretaries will send their information soon to the main office of *Pacific Motor Boat* at 71 Columbia St., Seattle 4, Wash.



The *Hallson*, first 1951 Chris-Craft Commander in Northern California. Lower photo shows P. A. Rowe (left) receiving the keys to the craft from Bob Knudsen, salesman with John G. Rapp Company.

New Chris-Craft Commander Will Sportfish Beyond the Golden Gate

P. A. ROWE, San Francisco yachtsman, had a Chris-Craft runabout, and then a Chris-Craft 23-foot cruiser, and he liked them so well that today he's the owner of the first 42-foot, 1951 model Chris-Craft Commander cruiser to appear in Northern California waters.

Rowe recently took delivery of the yacht from Bob Knudsen, salesman with the John G. Rapp Co., San Francisco, distributors of Chris-Craft boats and motors at the San Francisco Yacht Harbor.

Named the *Hallson*, after the firm of A. I. Hall & Son, of which Rowe is president, the new Chris-Craft is powered with two 225-hp Kermath engines, which give her a top speed of 30 mph. Engines have Fageol vacuum controls and turn Federal propellers.

The entirely new model Chris-Craft features a clipper bow. She is decked with solid teak, and the

interior is panelled in two-tone mahogany and African korina wood. Beautiful yellow drapes screen the windows of the main cabin. Upholstery is genuine leather.

The ice-box is accessible both to the main deck salon and the galley. In the galley is a three-burner butane stove.

Hallson sleeps eight—two in the owner's stateroom, four in the main cabin, and two in the deck salon.

Rowe is an ardent salmon fisherman, so she will be out beyond the Golden Gate many times, and he also plans a number of cruises in Southern California waters.

Bulletin on Marinas

"Marinas—Their Planning and Development" by C. A. Chaney and published as Technical Bulletin No. 14 of the Urban Land Institute, 1737 K. Street, N.W., Washington, D.C., is now available for \$3.00 per copy.

War Clouds Will Not Disturb Sailing of Transpacific Race

CONDITIONS and entry blanks for the 1951 Honolulu Race are now being sent out, and the event is definitely scheduled for July 4, 1951. Despite world conditions, plans are being made as usual and a number of yacht owners have signified their intention of going unless further conditions make it impossible. The Coast Guard and Navy see no objection to holding the race, and the FCC has again granted use of a special Coast Guard band for communications during the race and return.

Extensive plans have been made in Honolulu, under the general chairmanship of Dr. Percy H. Wilson, for the usual fine reception of yachtsmen, their skippers and crews.

A good deal of interest has been aroused by the advance inquiries from a number of boats that give the race an international flavor. One of these is a sixty-foot ketch from Balboa, Canal Zone, owned by Tucker McClure of the Balboa Yacht Club. Another is a new forty-four-foot yawl recently completed in Tokio by Mr. R. Crytser, who expects to ship his new boat to the coast in the early spring.

A possible entry from Honolulu is the *Typee*, owned by Dick Dole of the famous pineapple family. Another colorful entry that has sent inquiry is the *Gracie S.*, a ninety-foot pilot schooner of Seattle, owned by a group of yachtsmen for the benefit of training young men who are a part of the group.

Some of the former entries that are talked of as return contestants are Dick Rheem's schooner, *Morning Star*, which broke the all-time record in 1949; also, Tom Short's *Tasco*, Commodore Don Ayres' *Sky Lark*, Fred Allen's *Fair Weather*, and A. L. McCormick's *Sea Witch*.

Kitsilano Yacht Club

Kenny Hunter was the winner of the Kitsilano (Vancouver, B.C.) Yacht Club "frostbite" series on Boxing Day, and by no fluke. The young skipper won the first heat, a drifter, easily, and then nosed out Ed Perry in a brisk breeze to take the final heat. Hunter was only duplicating the success of the previous year. Thirty-three skippers took part in the midwinter competition, taking turns sailing six Sabot dinghies.

PACIFIC MOTOR BOAT

SKIPPER'S Book Shelf

MODERN BOAT BUILDING—*Edwin Monk*

A Western naval architect has compiled helpful information for both amateur and professional boatbuilders, including such subjects as boatbuilding materials, lofting, moulds and patterns, the V-bottom boat; assembling the frame and setting up the boat, tramping and planking, finishing the hull, deck frame and deck, spar making.

Diag., plans, photos. 104 pages.

\$5.00

SMALL BOAT BUILDING—*Edwin Monk*

Complete instructions are given for building a 9-foot dinghy, some skiffs and punts, several outboard runabouts, and four small sailing craft—16 boats. All are designed specially for amateur building.

Diag., plans. 114 pages.

\$5.00

PILOTING, SEAMANSHIP, AND SMALL BOAT

HANDLING—*Charles F. Chapman*

A practical treatise dealing with those branches of motor boating with which every yachtsman should be familiar. Used as a text by the U. S. Power Squadrons. Completely indexed.

Illus. 500 pages.

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POWER FOR THE SMALL BOAT—*W. Melvin Crook*

What engine to select, the tricks of motor installation, essentials of ownership, operation and maintenance, laying up and restoring the boat.

More than 60 drawings and charts.

\$3.00

THE LAW OF THE SEA—*William McFee*

The lively story of the growth of the rule of law among men on the high seas.

Indexed, biblio., appen. 318 pages.

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YACHTS: THEIR CARE AND HANDLING—*Winthrop P. Moore*

A storehouse of practical information for both the experienced yachtsman and the beginner, covering the completed well-being of the yacht, laid up at sea.

Illus., indexed. 402 pages.

\$3.75

ELEMENTS OF YACHT DESIGN—*Norman L. Shene*

A handbook of yacht designing for both amateur and professional yachtsman. This book is a standard in its field, indispensable to all naval architects, boatbuilders, and yachtsmen.

Plans, diag., photos.

\$5.00

YACHT SAILS: THEIR CARE AND HANDLING—*Ernest A. Ratsey and A. H. de Fontaine*

Covers the subject of yacht sails thoroughly. Historical outline of sailmaking and evolution of yacht rigs. Breaking in a new suit of sails, reefing, setting and handling spinnakers and other light sails, rope work, tanning, splicing, sewing and finishing of sails.

Illus. 258 pages.

\$4.00

GALLEY GRUB

Here's a sea-going cook book that every cruising man or woman has looked for at one time or another. Contains unusual and tasty recipes originated in the Puget Sound region. Compiled by the Women's Auxiliary of the Seattle Power Squadron.

\$2.00

FISHING IN PACIFIC WATERS—*J. Charles Davis II*

A sportsman's guide. Equipment and general methods, live-bait boat fishing, deep sea fishing, surf fishing, salmon fishing, cod fishing, preparation of fish.

Illus. 128 pages.

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DIESEL OPERATION AND MAINTENANCE—*Orville L. Adams*

The origin of all major engine problems is identified and traced back to fundamental principles. Standard maintenance and repair practices coupled with standard inspection methods.

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OCEAN HARVEST—*Carl I. Wick*

The story of commercial fishing in Pacific Coast waters. Equipment, boats, fishing locations, methods. Photos, plans, drawings. 186 pages.

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THE OFFSHORE NAVIGATOR—*Capt. Warwick M. Tompkins*

A simple, practical book on celestial navigation. Equipment, directions for use of navigation tools.

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THE COASTWISE NAVIGATOR—*Capt. Warwick M. Tompkins*

Essential problems of coastwise navigation, chartwork, compass work bearings, dead reckoning, pilot instruments. Illus.

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THIS BUSINESS OF BOATING—*Capt. Elwell B. Thomas*

A study of boatyards, yacht clubs, yacht basins, marine supply stores, boat operation, insurance, legal aspects. Drawings and photos show building ways, marine railways, docks, floats, pile driving equipment, etc. The first serious study of an involved industry.

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BOATBUILDING—*Howard I. Chapell*

A practical handbook, covering all types of craft, based on actual boatbuilding practice. Building plans for 19 boats suitable for amateur building.

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THE CRUISER'S MANUAL—*Carl D. Lane*

A complete handbook of yacht cruising under sail and power. Included are types of cruising boats, power plants, sails, yacht interiors, lighting, plumbing, heating, radio, galley, medicine chest. Invaluable to yachtsmen.

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HOW TO SAIL—*Capt. Carl D. Lane*

A complete handbook of the art of sailing. Types of sail boats. Sailing instructions for the beginner. Data on elementary navigation, seamanship, tuning up, and maintenance.

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PACIFIC MOTOR BOAT HANDBOOK

This "Almanac of the Pilothouse" is an indispensable tool for all Western boatmen. Distance tables, rules of the road, pilothouse lore, navigation wrinkles, speed table, safety rules. Pacific Coast Harbor section, completely revised, show cruising areas, location of yacht harbors, yacht clubs, oil stations, "local knowledge." Complete Western yacht club list with boats and owners. Color section includes yacht club burgees, tug boat stacks, buoyage, lights at night. Trouble shooting guide for marine engines, specifications for all marine engines. Revised annually, May 31, mailed to all PMB subscribers.

Illus. 186 pages.

Extra copies, \$2.00

Do yourself a good turn by combining your order with a subscription to PACIFIC MOTOR BOAT (including the Pacific Motor Boat HANDBOOK), new, renewal, or extension, by adding \$2.50 to the price of the books shown above, and save 50¢ on your subscription. Books may be ordered separately. Cash or check with order, please.

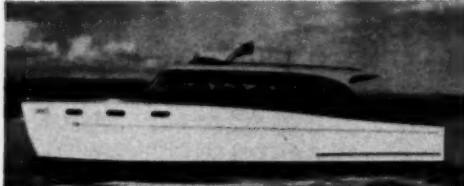
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Announcing the new Storm King 16-footer

MORRIS STORM KING BOATS

A fisherman's rough water boat, built for big motors and tough going, the new 16-foot model is a big boat for a small price. Soft, easy riding qualities of high speeds. A 10-hp motor will drive her at 20 mph. Specially designed to handle the new 25-hp outboards. The hull is similar to the 12, 14, and 18 foot models, but strengthened. Plywood hull with oak frames, longitudinal stiffeners, keel, and stem, 6 foot beam.

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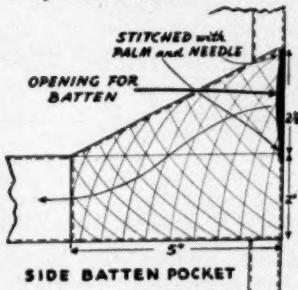
On the Practical Side...

Side Batten Pockets

Here is an idea to modernize your old type batten pockets. The illustration shows how a side opening can be made on your present batten pockets. Dimensions for a 1½-inch batten are shown; use the same proportions for other size battens.

To modernize your old batten pockets, first remove the grommet, unstitch the pocket and add sail cloth as illustrated, then restitch.

You will find that this type of side batten pocket is non-fouling on back stays and topping lifts, etc. There are no ties to come loose and fray, resulting in loss of batten. Also, battens can be inserted and removed easily.—Carl Daniels.



A Bailer for a Dinghy

An empty waxed cardboard milk carton makes a good bailing scoop for a small boat in an emergency. The container, being square, makes it easy to remove all the water from the boat. The cardboard is easily cut with a knife to the desired shape, and it will not mar the paint or wood by rusting or abrasion, like a tin can. They do not last very long but are good for a week-end.—S.J.J.

Easy Turning Bowsprit Rollers

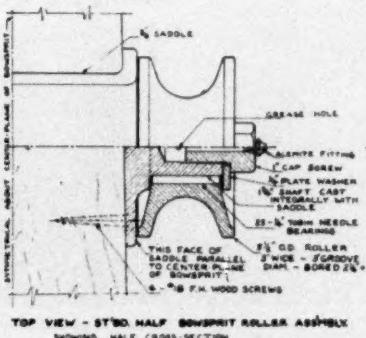
Many cruising yachtsmen feel their bowsprit would be worthwhile if only used to hang a pair of bowsprit rollers on. Fully aware of the importance of a smooth turning rugged fitting of this type, I have installed a pair of bronze rollers as shown in the accompanying sketch on my schooner *Kitone*, and assisted Louis Valier of the yawl *Tere* to install a pair.

Strength in a fitting of this type is of prime importance. Maximum resistance to twisting and bending is taken care of by a heavy bronze saddle casting, fitting snugly over the bowsprit (driven back against

the taper of the bowsprit). The roller shafts, which are 1¼ inches in diameter, are cast integrally with the saddle, and are in line so that machining of the shafts is easily done, as they may be turned on centers in a metal lathe. The side shocks of yawing are taken care of by using a heavy ¼-inch bronze retaining washer and a 1-inch bronze cap screw. After all, there is no use using ½-inch BBB anchor chain if your gear isn't at least of equal strength.

My previous rollers were equipped with a projecting side horn to retain the anchor rode. However, there was not sufficient clearance to pass the eye splice and shackle from manila to chain, necessitating going out on the bowsprit and lifting this juncture over whenever a manila rode was used. Trial indicated that a 1¼-inch deep groove made as shown on the plan should be sufficient to retain the anchor rode even against a considerable side pull and this has since been confirmed by actual use. Also, with the 3-inch wide roller face and no horn, the splice and shackle roll smoothly by.

Now a bowsprit roller that won't roll is indeed aggravating, particularly when you have 15 or 20 fathoms of chain straight down and it's coming on to blow. Free turning is insured by using ¼-inch Tobin bronze rollers. Lubrication is by use of a stainless steel alemite fitting (they are made) screwed into a tapped grease hole through the 1-inch cap screw. The bottom of the tap hole into the roller shaft forms a grease reservoir which supplies the rollers through a small cross hole. End play should be kept small to retain the lubricant and exclude salt water.



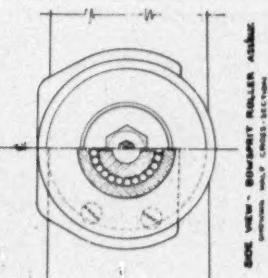
A handy gadget for the practical yachtsman is an electric razor that can be plugged into the ship's voltage at the steering wheel, as Bart Woodard, Portland, did here. He simply puts the automatic pilot to work while he gets himself ready for chew—or to go to shore—or merely to look chic.—Lawrence Barber.

A set of rollers of this size are adequate for use with ½-inch chain. For smaller boats they may be reduced accordingly, or increased for larger vessels. If several owners install them at the same time, costs can be reduced by re-using patterns and just changing the bowsprit core prints, as Louis and I did.

All in all these rollers are additions to our boats of which we are particularly proud, as they are thoroughly dependable, and neat and trim in appearance as well.—E. R. Simmerer.

Salt Water Soap

Soap that suds in salt water is sometimes hard to come by. In recent years the soap companies have brought forth certain kinds of powdered soaps with detergent agents added. Dreft is my favorite brand; it suds well and cleans well, although any of a dozen or so similar soaps may do the trick as well.—D.G.



New Store Offers One-Stop Marine Service in Moss Landing Harbor



Moss Landing Maritime Associates have a full supply of Union petroleum products in Moss Landing Harbor.

OPENING of a one-stop marine service occurred recently at Moss Landing, California, harbor, when the Moss Landing Maritime Associates completed construction of full facilities near the harbor entrance in cooperation with the Union Oil Company.

The improvements consist of a fuel-float for dispensing gas, GM-type and amber diesel, and all grades of Union lubricants. An innovation is installation of a filtering system for diesel for removing water and other impurities, which has met with much favor.

An 80-foot pier extending channel-ward alongside the fuel-float has been leased and is operated by the American Freezer Co., Monterey.

Shore-side is a marine supply and equipment store, carrying boatmen's and fishermen's supplies and equipment from Weeks-Howe-Emerson Co., Cincotta Bros., and C. J. Hendry & Co., including Woolsey paints, Danforth and Northill anchors, Wall rope, U. S. rubber boots and clothing, Towers neoprene clothing, Hood gloves, Mustad and McMahon hooks and lures, Hackensack stainless steel leaders, and many other items.

Owners of the project are Don S. Wright, Derill S. Kinnear, and Kenneth S. Elmes of Santa Barbara, operators of a Union Oil marine station and boat rental and sales agency under the name of Santa Barbara Maritime Associates, and Donald L. Woodward, Moss Landing, who is manager of the enterprise.

Fremont Electric Opens Doors for Boat Week

Fremont Electric Company, Seattle, plans a marine equipment show of its own during Boat Week, February 24 through March 4, according to Moore M. McKinley, president.

"We intend to set up exactly as we would at the Boat Show, only on a larger and better scale. Several of the units will be actually operating, which affords a much better demonstration," McKinley stated.

Featured by Fremont Electric Company will be displays of Onan marine electric plants, Willard batteries, Crowell water pressure systems, Aqua marine pumps and all electrical equipment and wiring pertaining to the marine field.

New items will also be on display, including the Constravolt Marine Converter, which supplies automatic direct current from dockside AC lines; Petter diesel engines for auxiliary units and generator sets, and a complete line of marine refrigeration.

Baby Oil Tanker Serves Portland Area

AMONG the new interesting craft of the Columbia River area is the 36½-foot steel tanker *Willcol*. She was completed recently by Albina Engine & Machine Works, Inc., for Capt. Hugh Shaw, of Portland, who put her to work delivering diesel and stove oil in bulk to the houseboats and small boat operators of the Portland area. She runs a regular route and her customers hang out cards to stop her.

The hull originally was designed for a pleasure boat, but was not completed for that purpose. Captain Shaw purchased it from Albina and had the firm design and build it into a tanker with two tanks, capable of holding 2500 gallons combined. The tanks are located amidships, with a small storage locker forward and

the pilothouse and pump aft. A Chrysler Royal gasoline motor, with Vee-drive and 2-to-1 reduction was installed aft for power, and a fixed CO-2 fire extinguishing system was installed throughout to meet underwriters and Coast Guard requirements. Beam of the boat is 11 feet 9 inches.

On its route, the boat visits the Willamette River houseboat moorages in South Portland and Milwaukee districts Mondays and Tuesdays; Columbia River moorages above the Interstate bridge Wednesdays and Thursdays, and lower Willamette and Multnomah channel moorages Fridays and Saturdays. Capt. Dave Lee, ex-Union Oil company tanker skipper, and Dave Shaw, chief engineer, started as crew.—Lawrence Barber.



The 36½-foot steel tanker, *Willcol*, serves Portland houseboat moorages with diesel and stove oil.

UNIVERSAL TRUE-MARINE

Electric Plants

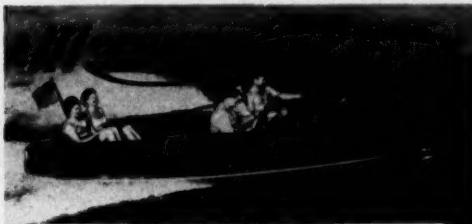
For safest, most satisfactory service, get a Universal True-Marine Electric plant. Gasoline and diesel-powered models from 250 watts to 35 KW., AC and DC—for the right model for your boat. Write for catalogs.

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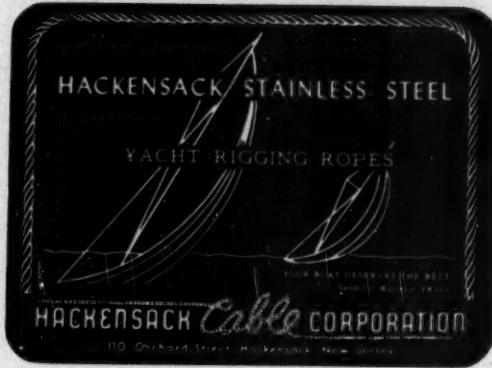


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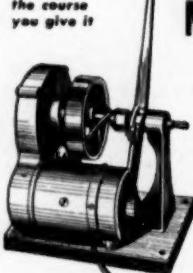
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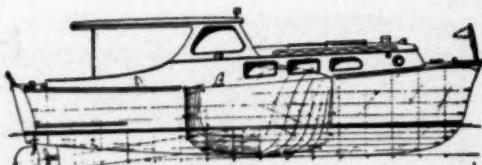


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TRADE WINDS

Skilled hands at the helm of west coast boating business this month included . . .

* **HOWARD H. SCOTT** has been appointed special representative handling marine diesel sales for the heavy machinery division of Nordberg Manufacturing Company of Milwaukee 7, Wisconsin.

* **FRANK J. HODER, JR., and WILLIAM J. KOLLAR**, two former Packard Motor Car Company associates, have established the firm of Hoder & Kollar, specializing in the coordination of sales and engineering activities of client-manufacturers with current military production.

* **WALTER H. KRAEMER** has been appointed to the field sales and service office of the Cooper-Bessemer Corporation's San Francisco, California, office.

* **JOHN MacNICHOL**, popular manager of the engine department of the Pacific Marine Supply Company, Seattle, left February 8 for active duty with Uncle Sam's Navy. He is a Lieut. Commander in the Naval Reserve. MacNichol was best known in the Puget Sound country for his fine work in the sales and service of Bendix Depth Recorders.

As manager of the PMS engine department he was in close contact with the many thousands of fishermen in the State of Washington and Alaska.

* **ELGIN GATES**, who operated the Needles Trading Post, Needles, Calif., on the Colorado River, serving as Mercury outboard engine distributor in that area, has moved to Seattle where he is continuing in his business of selling Mercury engines.

* **E. A. TIARKS**, western division district representative at Seattle, Washington, has been promoted to assistant sales manager in that division, with headquarters in Spokane, Washington, it is announced by **B. L. Hagglund**, western sales manager for Caterpillar Tractor Co. **R. M. Richards**, who has been Tiarks' assistant, has been promoted to succeed him as district representative, and will continue to headquartered at Portland, Oregon.

* **CHARLES G. COOPER**, manager of Cooper-Bessemer's Washington office, was elected a vice president at the recent Board of Directors' meeting. "Mr. Cooper's election to vice presidency," explains **B. B. Williams**, Board Chairman, "is partially in recognition of his important role of directing Cooper-Bessemer's efforts in this nation's defense program from the company's Washington office."

* **STANLEY P. LOVELL** of Newtonville, Mass., chemist, inventor and 1948 recipient of the presidential medal for merit, has been elected a director of Raytheon Manufacturing Company of Waltham, Mass., by the board of directors. **Charles F. Adams, Jr.**, president of Raytheon, announced the election.

* **BERT PEGG**, San Pedro, has been named chairman of a three-man committee in the Los Angeles harbor area to consider ways and means of establishing "adequate security" for the port. Other members of the committee are **Arthur Eldridge**, general manager of the harbor department, and **Frank Higbee**, port warden.

* **PORTER SINCLAIR**, owner of the Newport Supply Co., Newport Beach, one of the very few organizations on the West Coast to manufacture ship's bells, recently delivered a 398-pound ship's bell to the Navy Yard in San Diego. Mr. Sinclair is one of the owners of the Flying Scotchman.

* **LARRY NELSON and HENRY J. HASSETT**, operators of Seaport, Newport Beach, have acquired the Foster and Sons yard and have leased

the Bohman yard on the Coast Highway and will consolidate the three yards to create one of the largest facilities for yacht repair and sport-fishing in Newport Harbor. Day boats, charter boats and U-drive boats will be available. Bait will be secured from Seaport's bait barge, Iwo Jima.

* **J. BURKE LONG**, president of the Sportsmen's Boat Co., Los Angeles, was in Chicago in February for the Chicago national boat show where he exhibited his company's speedboat and sportster models of inboard craft.

* **RALPH HOMEWOOD** of Homewood Marine Sales is the new president of the Diesel Engine Distributors Association of B.C., and **Jerry Porter** of Vancouver Machinery Depot is vice-president, with **Charles Bradbridge** of Canadian Fairbanks-Morse re-elected as secretary. The executive for 1951 consists of **Bib Maxwell** of Simson-Maxwell; **George Clark** of Cummins Diesel Sales; **Alex Fulton** of Gardner Diesel Sales, and **Wilbur Wright** of Canadian Fairbanks-Morse. The association decided to continue its program of educational work.

* **ROBERT V. STAATS**, distributor for Matthews cruisers, has opened a new office at the Balboa Marina, Inc., 2802 Coast Highway, Newport Beach.

* **CHARLIE HOPTON**, yacht and ship broker, and owner of the Kettenburg-built "La Afortunada," has opened offices at 710 Coast Highway, Seal Beach, Calif. He formerly operated Hopton's Yacht Landing in Long Beach.



Enterprise Engine & Machinery Co. annual sales meeting is pictured here as members of the national sales organization joined the home office personnel in January for a 3-day session. Those participating included: (seated, left to right) J. E. Watson, general sales manager; W. E. Clayton, Jr., secretary; J. W. Coombs, member of the Board of Directors; W. E. Butts, president; P. L. Birchard, vice-president and general manager; H. T. Anderson, district manager, New York; G. B. Wright, representative, Chicago; G. C. Rasey, sales manager, engine division; (Second Row) P. B. Erwin, district manager, Los Angeles; L. J. Robbins, district manager, St. Louis; W. H. Porter, district manager, Seattle; T. S. White, technical engineer; H. G. Bahr, manager, service department; J. M. Moog, representative, Kansas City; K. F. Cramer, representative, Kansas City; D. S. Bress, advertising manager; H. J. Dauphines, export sales; H. F. Neuman, stationary sales; (Back Row) G. J. Brusher, marine sales, H. H. Goodwin, sales engineer, New York; P. K. Webley, district manager, New Orleans; W. E. Bishop, representative, Washington, D.C.; J. E. Barthmaier, district manager, Boston; M. T. Prendergast, manager, parts department; W. Malone, sales engineer, Chicago; H. L. Hansen, chief service engineer; T. S. Pennbaker, district manager, Fort Worth; J. H. Sheusner, chief engineer.

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To Windward --

(Continued from Page 13)

It was split in two like a toy, and salvage crews were working on her on the beach. The water at the mouth of the Santa Ynez River was shallow and emerald green. The wind dropped as we tacked into San Luis Obispo Bay near Avila and we used the motor around Point Buchon and into Morro Bay where we arrived at four a.m. on September seventh. We tied up once more alongside the Malibu Ynez.

After breakfast we went clam digging and had chowder to eat that night. We admired the rock that is so much a part of Morro Bay, and saw a fishing boat go aground on a sand bar. The Coast Guard helped him out of his difficulties.

We left the next noon, all sail bent on, a southwest wind kicking us along at about five knots. We trailed jigs and listened to the fishermen on the radio. I sighted a whale surfacing about fifty yards off the port beam. I had always wanted to see one, but when I was told this was just a small one I said it was as big a one as I ever cared to see.

By six a.m. of the eighth we were abeam of Point Sur and changed course to NNW. A mile above Point Sur there was a thudding topsides and Tucker called "Albacore." We went up to inspect it and estimate how many meals it would serve. Be-

fore we had finished broiling, frying and baking it we decided there was a lot of fish in one albacore.

The breeze died by noon, but nobody minded. We were too busy watching the coastline. Silken mists of fog lingered on mountain tops and in the canyons spanned by the picturesque San Simeon highway bridges.

We tacked in close to Point Lobos. As we neared Monterey Bay the wind increased, and steep seas burst open as we plowed into them. "She's a dry boat," Will kept saying. With the sun in our eyes we mistook Soquel Cove for Santa Cruz Harbor. It was a lesson in trusting the compass, for Santa Cruz was right on the course we had set.

Too late to get gas, we stayed overnight. Nobody objected. We could always use a night's sleep in a good anchorage. It was low tide when we got gas, and it was tricky to keep our spreaders from fouling the pier. Fortunately there was little surge so nothing spectacular took place for the benefit of the tourists looking down upon us.

In the lee formed by Point Ano Nuevo several fishing vessels were waiting for a break in the weather. Being crazy yachtsmen, we tacked out again and spent the night beating up to Pigeon Point. At five in the morning the breeze slackened and we set course for the Golden Gate.

Entering the Gate we noticed

breaking seas in the middle of the channel, and then saw the buoys marking the resting place of the hospital ship, *Benevolence*. There was an oil slick still visible.

With Berkeley Pier in sight, we scarcely were aware of the fog bank pressing close behind us. Fog had accompanied us most of the way, we had had our bouts with power, but we had completed another trip to windward, and of this we were both happy and inordinately proud.

Depew Reports New Boat Sales

E. H. Depew, Pacific Coast sales manager for Owens Yacht Company, and owner, Depew Marine Hardware & Boat Company, San Diego, has put into commission as a demonstrator the *Athena*, an Owens 34, Custom Deck Cruiser, powered by twin 100-hp Flagship engines. Additional equipment includes a 5-watt radiotelephone, Allen Automatic Pilot, Coleman stove.

Depew's end-of-the-year business has been excellent, he reported to Pacific Motor Boat last month. New sales include an Owens twin-screw Express, with Flagship engines, to Charles DeWitt, San Diego. J. B. H. Tanner, San Diego, bought a 26-foot twin-screw Express, calling her *Twin-B*. George Annabel, San Diego manager, Nash-San Diego, Inc., purchased a 26-foot Owens Sedan Cruiser, with additional equipment.



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New Plant for Sen-Dure

A new manufacturing plant for Sen-Dure Products, Inc., Bay Shore, New York, has been built over and around the original building. This has enabled the company to continue in production during building operations and meet a continuing demand for Sen-Dure fresh water cooling heat exchangers.

Sportfisherman by Kettenburg

A new 40-foot twin-screw sport fishing boat is under construction at Kettenburg Boat Works, San Diego. Designer is George W. Kettenburg, Jr., originator of the PC, PCC, K-38, racing-cruising sloops, and the well-known K-38 Albacore boat.

Built for Paul Berry, San Diego, the 25-knot, flying bridge boat will have a speed of 25 knots with the pair of Chrysler Royal Specials.

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solute protection against
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An inset advertisement for Pettit Tropicop paint. It features a large can of paint with a label that reads "PETTIT Tropicop The Supreme COPPER PAINT BRIGHT RED". The label also includes a illustration of palm trees and a sailboat. Below the can, the text "PETTIT PAINT CO., INC., BELLEVILLE, NEW JERSEY" is printed. To the right of the inset is a vertical strip showing a portion of another can.

Quiz on TROPICOP

Q. WHAT COLOR IS IT?

A. Bright red.

Q. HOW IS IT APPLIED?

A. TROPICOP is ready mixed, ready for use. No special solvents, thinners or undercoaters are necessary. It brushes out easily. Dries quickly. Gives a smooth surface.

Q. SHOULD BOTTOM BE STRIPPED BEFORE USING?

A. In some cases, better results may be obtained by starting from wood or properly primed metal surfaces, but TROPICOP will cover any well prepared bottom in good condition.

Q. WILL IT BUILD UP AND CRACK AND CHECK AFTER A FEW SEASONS?

A. No. TROPICOP is a semi-hard finish. It wears away during the season. It will sand easily and be ready for the next season's coat with a minimum of work.

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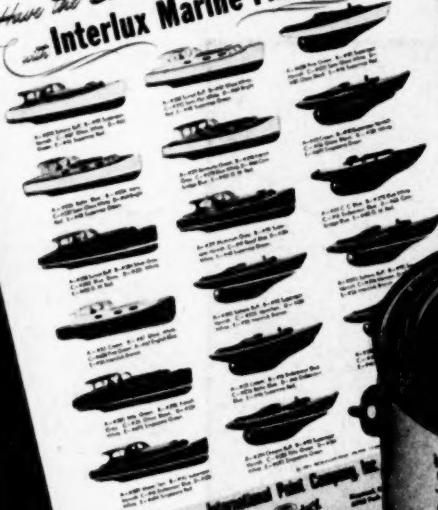


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